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Hongkong; 29th April, 1907.

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Hongsong, May 4th, 1907.

THAT there was very little necessity. sympathise with Sir Robert Harr's supposed loss of "face" when the Chinese Customs Commissioners were appointed is now apparent to even the Loudon journa list, thanks to one of Dr. MORRISON's brief but illuminative messages to the Times "Chinese Hart" would appear to be too Chinese for some of us, were it not that his peculiar position and his own present sentiments are easily guessed at, in the light of his career. Dr. Morrison refers to Customs circulars in which Sir ROBERT HART instructs all commissioners of customs to give native employees" a larger share of the work hitherto confided to foreign members of the staff, both indoor and outdoor." This time we are undoubtedly face to face with a part of the "China for the Chinese" movement, and places hitherto reserved for foreigners are being taken by natives. There are several ways of looking at the matter, and some of the London ways a not exactly the right ways. One contemporary remarks that if these appointments mean the exclusion of any foreigner - which they certainly must do-the security for the foreign loans is threatened—an assumption not absolutely warranted by the facts. As we have previously reminded our readers, that there are ample resources and ample security in China even if the Customs were to be mismanaged. As the cosmopolitan susceptibilities by pointing out that the for its own profit.

more nationality to the corps cannot immediately change it from a model of incorruptibility to very dishonest one. We are bound to admit that the Chinese standard of official honesty is sometimes an odd one, and that, as Dr. Morrison points out, it is a recognised custom that a Chinaman obtaining rank or office or situation must pay somebody for it. The same thing is not unknown in Japan; future earnings are mortgaged by those anxious for the opportunity of making them. We may point out, however, that the implication of tempted, if not compelled, to recoup himself at the cost of the service, this method of re-imbursement or enrichment not being condemned by the public conscience "] are not wholly polite. It seems to mean more than it actually does, unnely, that there is an equivalent for the word "perquisite" in the Chinese language. That others besides Chinese sametimes strain the interpretation of what constitutes proper perquisites we have lately seen, in South Africa, in Poplar, and at various times in many other places. The point is however, that it is apportunity to men, and it does not seem altogether fair to suggest that no employers but Chinese would avail themselves of what the latter frankly cill "chancev." That is a matter of administration, and not of nationloans were really in question, we imagine the first step would be for the experts to demand a head of the administration less disposed to trackle to the Chinese than Sir Robert Haur has lately seemed, one who would work with a sole eye to the foreign creditors' interests. Sir Robert HARTS' task his not been quite so petry as that. however. He has been something more than a mere "min in possession." He has not grabbed the receipts passing through his hands and handed them to the creditors. He has spent a lifetime showing China how her vast resources may be developed and comprised; how to organize things so that there may be a minimum of leakage, in a land where previously more leaked than ever reached the coffers of Peking. He has succeeded, we may suppose, not because he was supported by an army of immaculates, but because he applied business methods where the Chinese would have worked by rule of Boiled Corned Ox Tongue and Carrots, Cold Snipe thurab. It is far from being unnatural that the Chinese, thinking they now know how it is done, should want to try for themselves. It would be fairen to seek to restrain their ambition, not on the ground that they are bound to be dishonest, but on the ground that they cannot be said yet to have learned the lesson. We do not think they have, judging by such samples of mismanagement as have been reported; and if it be really a question of bond-holders' security, we would say that the foreigners hould hasten to protest against the present

ROBERT HART. The 15th plague fatality was recorded vesterday.

movement, and also to urge the retirement

and replacement by a suitable man of Sir

The French Mail of the 2nd April was delivered in Loudon on the 2nd inst.

The Hon. Tressurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the Hospitals :- "H.H.E." and E. Niedhardt, tive dollars each.

Mr. Jay Gould, the amateur tennis champion of the United States, landed at Plymouth last month to compete for the championship of Great Britain, as he did last year. A day or two b fore sailing for Plymouth he was successful in retaining the championship of America against Mr. Crane, who will also come to London this year to compete.

Mr. Lewis Guy, the p pular secretary of the Hongkong Corinthian Yacht Club, leaves for home to-day by the C.P.R. steamer Athenian. On Sunday he was made the recipient of a handsome gilt from the Yacht Club, Dr. Clarke dwelling on the services he had rendered, and

Mrs. Jordan presenting the silver tea set, means possible for counteracting foreign competition in our Colonies and for extending trade with other countries. It is desired that the Association shall become the centre for mer chants and manufacturers wishing to trade in foreign markets where they could ascertain the nature, value, and requirements of such markets, what they can offer in return, what business houses to deal with, and the conditions on which experts like Mr. George Jamieson consider | business is usually conducted. One of its fundamental principles is that itsuall be a nonpolitical body of business men of the Empire united to further their business interests and the prosperity of Great Britain as a manunature of the Customs staff is well known, faculting and commercial nation. The Assowe hope we shall not tread on any national ciation will carry on no trading transaction

Sub-Lieutenant C. H. Philips, serving aboard TELEGRAMS. the Waterwetch, survey ship on the China Station, has been promoted lieutenant, and reappointed to his ship. Lieutenant Philips gets his grade at rather less than six years' service. Lieutenant A. Gordon, on promotion, has been re-appointed to the destroyer Hardy, for temporary duty, and will be borne on the books of the Tamar at Hongkong.

The disclosures of the Montagnial papers have their diverting aspect, revealing, as they the fact that the late Nuncio was an intermediary for gifts of wines, cigars, and sweets to the Vatican. A year ago Cardinal Merry del Val's secretary wrote from the Valican thanking the Nuncio for two boxes of Dr. Morrison's remark [that "he is thus minted sweets and a box of chocolate. A little later the same secretary wrote: "I renew my thanks for the happy mements you have procured his Eminence. Each case saves were too small to hold more. We have broken into one case. The wine is truly of a superior and generous quality." Throughout last your the same secretary was acknowledging on behalf of the Cardinal consignments of wine, rum, brandy, tobacco, and cigars.

A Sydney correspondent writes :- A traveller Northern Queensland, Mr Hansford, a Melbourne lawyer, brings a story of a hitherto unknown colony of Chinamen in the country near the Gulf of Carpentaria. The news, which as much as necessity that brings tempt tion | bas been confirmed, has come as a shoes to the aivocates of a "White Australia." The Chinamen, who are said to number thou ands, are, it appears, camped on arable river flats, and are growing vast quantities of opium, which is now a prohibited article in the Commonwealth, except for medicinal purposes. Presumably a ality. If the security for the foreign market for the drug is found among the rich Chinese storekeepers of the north. The interlopers have made their way to Australia by way of the East Indian Islands, and the Commonwealth Government is now being called upon to turn them out:

> By kind permission of Lieut. Col. W. Scott Monerieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening :--Overture "iphigenic en Aulide." ... Gluck Selection "Lucrezia Borgia," ... Donizetti Suite " Peet Gynt," Greig

1. Morning. 2. The Death of Asa.

3. Anitras Dance. 4. In the Hall of the Mountain Kings.

Two Step "Hop Scotch,"... Rubens Selection " Patience,"..... Sullivan Polka "The Skylark," Kessler DINNER MENU -Hors-d'œuvre-Sardines on Teast. Soup-Mock Turtle. Fish-Smoked Fish and Butter Sauce. Entrées-Veal Cutlete Union Sauce, Patties a la Toutouse. Curry-Madras, Joints, &c. - Roast Sirloin of Beef and

and Green Pess, Rolled Shoulder of Mutton and Baked Potatoes, Roast Capon and Egg Sauce, Pie and Plain Salad. Sweets-Toast Pudding, Pium Pudding and Brandy Sauce, Strawberry Ice Cream and Finger Cukes, Cheese Straws. Dessert-Coffee-Fruit.

Mr. Thomas Bevan, of Stone Park, Greenpersonalty has been sworn at £376,862, withheld and third. from his daughters and granddaughters any power to devote their legacies for the benefit of a husband, should be be a clergyman. He explained his views in his will thus:--"C. nvinced, as I am, that it is impossible in these present times for a man possessed of the combination of the quality of slaightforwardness with the ordinary intellectual qualification to make the solema declaration required at ordination which requires him to affirm, for example, belief in the historical accuracy of the Book of Genesis . . . and that the w iters of Matthew, Mark, Luke, and John were more than feeble and fallible, who often did great injustice to the Greatest of Mes. . . . I should regard with the gravest misgiving were my of earth which separates the workmen. When daughters or either of my g-randdaughters tomarry a clergyman, believing as I do that in the near future there must be much distriss, unessiness and trouble in store for right-minded men of that calling, and I bequenth to them and to each of them my devout, honest, and earnest hope that they will never

CONCERT AT THE CATHOLIC UNION.

What was described as "the most ambitions of its kind ever attempted at the Catholic was the vocal and orchestral concert held there on Thursday night. Arranged by Mr. F. Gonzales, the programme proved most enjoyable to the large andi noe, and the result will doubtless be appreciated by the Italian artistes, Signor and | moderate E. and S.E. winds over the N. part of Signora Salvati, in whose aid the concert was given. Signor Salvati's powerful tenor voice was heard to advantage in Ballata " Rigoletto," and when later he was associated with Mi's Bertram The National Association of British Ex- in "Trovatore" a pleasing harmony resulted, porters has been incorporated, having for its both voices blending well. Signora Adela objet the adoption of every advantageous | Salvati was rapturously applicaded for her rendering of Romance "Ballo in Maschera" and "Romauce," her fine soprano voice giving full effect to the sentiment of the songs. - With Mr. J. Sonza she took part in two duets and mediameto ray the combination delighted the audience. An instrumental Quartetre-Mr. J. P. F. Jokl, violin , Mr. F. Gouzales, viola; Mr. G. Kooig, cello: and Mr. Denman Fuller, piano-was the feature of the evening and subsequent individual appearances of Mr. Johl, Mr. Denman Fuller, and Mr. Konig were also and essful, while Mr. L. A. Graca's banjo solos proved very acceptable. The Sociedade Philarmonica discoursed pleasing selections, and Mr. O. Baptista played the

accompaniments. The second performance which was to have been held this evening has been postponed indefinitely.

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A PRINCE'S PROGRESS.

London, May 3rd. Prince Edward of Wales has been enrolled as a racer.

THE PREFERENCE TARIFF.

LONDON, May 3rd.

At the Imperial Conference Mr. Asquith announced the Government's held only 18 bottles. I must admit that the uncompromising hostility towards the Preference Tariff.

AN INDIAN FAILURE.

LONDON, May 3rd.

George Arbuthnot has been arrested in connection with the Madras connection failure, and bail has been refused.

INTERNATIONAL AMENITIES.

London, May 3rd. The London Corporation accepted an invitation from Berlin.

REUTER'S SERVICE.

GERMANY.

LONDON, May 1st. Prince Buelow announced in the Reichs. tag that Germany would not participate in. the discussion of the limitation of armameeting with King Victor Emanuel perfectly natural, and that the friendship compatible with the Priplice but was useful to it and desirable. He gladly noted that present there were no Anglo-German.

GS. 2,000, S.P.

London, May 1st. The betting at the start was 4/11 on 100/6 against Linacre. There were starters. Slieve Gallion won by three hithe, who left an estate of which the net lengths with I of a length between second

THE RAILWAY WORKS.

Work on the Kowloon railway has been prograssing slowly of late owing to the heavy rains which have caused a few minor landslips on the temporary railway track which runs between Mongkok and Kowloon-tsai. The shaft which divides the first from the second section of the tunnel is down 100 feet, and at this depth tunnelling operations are going on in earnest, Those working on either side of the first section should meet within a week, as at present the sound of the pick can be heard through the mass this section is pierced the length of the funnel will be something like 600 feet. The breaking up or opening out has also begun, and for a distance of 40 feet the tunnel has been enlarged. the establishment of a steel foundry with an seeing the benefit of this plan, has ordered The excavators have to go to work in oilskins and son'westers owing to the continual dripping of the water.

WEATHER REPORT.

The Hongkong Observatory yesterday issued he following report :-

has fatlen slightly on the E. coast of China, and copper smelting industries in Japan and and risen aspidly over S. Japan. An area of high pressure covers S. Japan; and pressure appears to be low over Central and N. China. Moderate N.E. and E. winds are likely to

prevail in the Formosa Channel, and fresh or the China Sea. Hougkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.41 inches.

The forecast for the 24 hours ending at noon to-day is an follows: -

Hongkong & Neighbourhood | or (misty some rain. N.E. winds. Formosa Channel ... moderate. South coast of China between Same as No. 1. Hongkong and Lamocks

F. to S.E. South coast of China between winds, fresh or Hongkong and Hainan (moderate.

The philosopher goes out each day with a hasket from which he fills the barn of his brain. The men who have lived and the men who are living are eager to shower gifts upon us, and it is memory which helps us to use these gifts. A country without a history, a class without a tradition, an individual without a memory are stocks and stones. The man who remembers the traditions of his class, of his clan, of his school is a gentleman. The man with a wellstocked memory of fine deeds, fine thoughts,

JAPAN.

(FROM OUR CORRESPONDENT.)

Tokyo, April 24th. BINK FAILURES.

On every aide we are now being assured that the commercial crisis through which the country has been passing in the last few months is practically over. There has been s moderate recovery in stock but the market is still uncertain and fluctuating, a condition which will probably last till the turn of the half-year, when dividends will help to give a firmer tone, and when the banks will relax something of their cautions attitude towards business enterprise. Since the beginning of million yen, have suspended. These are unim. at home by the Salvation army leader. portant, however, and have not affected the market seriously, though weakening the spirit of confidence in the investor. In some of these cases failure may be attributed to the disregard of the advice that is regularly given the public in Japan by the government authorities on every conceivable subject of trade and commerce, and conduct. Quite early in the present crisis the Finance Department warned the banks to the effect that they should be cautious in their connection with new enterprises, but there has never been any fear of the outcome of the crisis provided the banks adhered to CHRISTIANITY'S NEW LICENCE.

The first international conference that has ever taken place in Tokyo in Japan or in the Far East for that matter-has just come to an end. Apart from the spiritual results of the World's Christian Student Federation Conference, of which none can judge, no one can deuy the improved status of Christianity in Japan from the very fact that the Conference has been received officially in a most cordial manner by lady named Mrs. Sieger. The lady was looking ministers of state and other great men. Should at the goods displayed in the window of an Christianity in Japan: flourish with greater Indian Silk shop, when the thief approached vigour than ever in the future it will but be a from behind, wrenched the purse from her waist repetition of history. At the beginning of the belt and ran. There were no police in the Meiji era the Shinto religiou was in a decayed vicinity, and, as is well known, Chinese will condition-powerless against Buddhism when rarely attempt to effect a capture, so in all the government caused its revival throughout. Probability, had it not been for one of the ments at the Hague Conference, on the the country by mere recommendation. The assistants in the shop mentioned, the thief grounds, that it was dangerous and not people are ever ready to follow the likely to lead to political results. The authorities' lead, and it is likely that Prince declared that King Edward's henceforth the term "Kiricutian" applied to the native Ch istian will not be as it has hitherto been, equivalent to a pitying conbetween England and Italy was not only tempt for the poor convert. Practically, the Gorvernment has set its seal upon Christianity as a moral force that Japan may profitably use, and we may conclude that people will accept this recommendation. It is usaless to argue that the reception given the conference was a mere polite formality-extended alike to all viritors. The Japanese people wise and simple - have read columns of this conference in Tokyo, columns of appreciative press comment, and what is more, they have read the Ministers' addresses of welcome, and finally Slieve Gallion, 100/9 against Benzouian, and the great reception given by the Foreign Minister. Be this welcome merely formal or really sincere matters not. The mass of the Japanese people-the masses in China and Korea also-will have read of it and will accept in good faith. This is probably the first time that Christianity has been welcomed in such as official way in the Far East, and it is the leader of the Orient which has welcomed it. Some hundreds of years ago Japan binished all Christian

teachers, but this action had no influence upon

fore, more reasonable than to conclude that the

Christian Conference in Tokyo marks the

beginning of a new epoch.

THE ARMSTRONG MAXIM TANKO COMBINE. Final ratification has been given to the negotiations that have been going on for some time past between the Armstrong and M axim companies of Englandan t the Hokkaido Colliery and Steamship Company. The result will be Judge, and now His Excellency Chou Fa. initial capital of ten million yen, equally divided between the Japanese and English subscribers, and there is little doubt that in a few years, under such expert management, Japan will be fund. in a position to supply her own requirements of steel in a much higher degree than at present. This amalgamation, which has the support of the Government, will do much to On the 3rd at 11.55 a.m.—The barometer encourage the development of the steel foundry all kindred industries. The history of the endeavours made both by the Government and private enterprise in Japan in this irection is a story of initial failure, couti and struggle, succeeding defeate, and finally partial victory That Japan should be her own manufacturer of steel and such things is b coming more and more necessary if she is to compete successfully in the branches of industry which she is most ambitious to excel in, but this will never be the E. winds, fresh, case so long as such industries are principally confined to the Government arsenals and foundries for the use of warships and other armament, which are of no economic benefit to the country. Therefore the new combine. seems to be a move in the right direction. THE TRAGEDY OF "GENERAL" BOOTH.

> Since Japan or Tokyo has been in the midst of religious activity in the past few weekswith Christian and Buddhist conferences-it is excusable that this letter should be occupied, and is expected here on the 5th May. more than is usually the case, with the doings of the religious world. After a hearty reception at Yokohams, the viteran missionary, "General" Booth, was received with honour

in Tokyo, and on was formally welcomed by a very large and distinguished gathering at the City Manils on the 2nd May and is expected here fine sights, is rich beyond the dreams of avarice. Hall. There were those in the audience who on the 13th May.

had heard the general's powerful voice and seen his active gestures fifteen years before, but what a change to day! His voice is broken -his words come forth in an intense whisper He is still fluent but no longer a great speaker. But terribly earnest and with a method of speaking in short, incisive sentences that drive home every argument. At the City Hall "General" Booth was important of his interpreter-an excellent man at the work, a Japanese and officer of the armyand frequently he would begin before the interpreter had finished. The aged and wearied man still gesticulated, but was manifestly endeavouring his utmost to control himself in the presence of the strange and unresponsive the present crisis four of the smaller banks gathering in Tokyo-unresponsive, that is, when with a total paid-up capital of about two compared with the enthusiasm generally aroused

POLICE COURT.

Friday, May 3rd.

BEFORE MR. F. A. HAZELAND (FIRST Police MAGISTRATS).

UNLAWFUL POSSISSION,

Two Chinese tallymen were presecuted for being in unlawful possession of a quantity of silk ribbons alleged to have been stolen from the godowns.

His Worship found the defendants guilty, and fined each \$100, the alternative being three months' imprisonment.

A DARING THIRP.

One of the most during robberies that has been perpetrated for sometime haspened in Queen's Read Central on Thursday afternoon, when a coolie named Li Yau enatched a purse containing \$30 odd from the waist of a European would have escaped. As soon as he saw what had happened the Indian threw off his shoes and started in pursuit, ranging his quarry to earth after a lengthy sprint.

On the evidence his. Worship found the defendant guilty, and seatenced him to six weeks' imprisonment with hard labour, six hours' stocks, and directed that he should receive two whippings of twelve strokes each.

FALSE INFORMATION. For stealing a quantity of clothing, and giving false information when he went to pawn it, Wong Kin was sentenced to four weeks' imprisonment and six hours' stocks.

EXCESS PASSENGERS.

The master of the launch Po Kee, which runs to Junk Bay, was fixed \$25 for carrying 36 passengers in excess.

CANTON.

(FROM OUR CORRESPONDENT.)

A DARING, THREAT. The British Cousul was in receipt of a letter on the 29th ultimo, from an English medical institution in Faishan, regarding the threat the Eastern world. Fo-day she welcomes Christ of a notorious robber that unless Tacle 500 tionity and what she does is now watched were paid, the whole building would be destroyed closely by every Eastern nation. What, there. by fire. This has been communicated to the Vicercy, and immediate steps were taken to

> Gunboat Moorhen proceeded to Fatshan. SOLDIERS IN CANTON. During the incumbency of H. E. Shum, a fund for the purpose of forming a body of ... soldiers to preserve peace in the streets of Canton was deposited with the Provincial the Provincial Judge to convene a meeting of the gentry in this matter. There is an additional sum of \$20,000 to be placed to the

afford the necessary protection. The British

COAL MINE IN KIUNGCHOW. At the beginning of this year one Wa Chi San le't here for Hongkong to engage a mining engineer to proceed to Kiungchow, to open a coal mine. This gentleman has lately returned to Canton with many favourable reports. The mine is immensely rich in coal and thickly surrounded by trees, but it is in an isolated place and there are obstacles in the way of working it. It is regarded, however, as a profitable scheme.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. Tartar; lefts Vancouver p.m. on Thursday the 2nd May for Hongkong via the usual Ports of Call. The P. & O. str. Nubia, left Singapore for

this Port on the 3rd May at 5 a.m. The C.P.R. str. Empress of Japan arrived Nagasaki at 4.30 a.m. on Friday, the 3rd May, and left again at Noon same day for Shanghai where she is due to arrive at 4 p.m. on Saturday the 4th May.

The Boston Steamship Co.'s str. Shanmut, left Manila on the afternoon of the 2nd May, and may be expected to arrive here on Sunday morning the 5th May, at daylight.

The N.Y.K. str. Tosa Maru (American Line) left Shangeai for this port on the 2nd May, The H.A.L. str. Segovia, left Singapore on 2nd May, 5 p.m. and may be expected here on

8th May a m. The N.Y.K. str. Colombo Maru, (Bombay Line) left Singapore for this port on the 2nd The N.Y.K. str. Kumano Maru, (Australian

day | May, and is expected here on the 8th May. Line) left Thursday Island for this port via

HONGKONG GYMKHANA CLUB: The programme for the second meeting on June let is as follows :-

1-3.30 p.m. THREE QUARTERS OF A MI VLAT BACE. For Subscription Griffins this season, 1906-07. Weight for inches as per scale. Winner of an official race to carry 7 lbs. extra. Winners at the last Gymkhana 51b. pensity. Pensities accummulative. Ponies which have run and not been placed allowed 3 lb, Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st frize: A Cup presented by E. W. Rutter f.sq. 2nd Prize:

\$25. (Entrance fees to go to winner.) 2-4 p.m. - GYMKHANA CLUB CHALLENGE Cur.-Distance one mile. For all China Popies. Catch weights at 10 st. 6 lb. Winners of an open race or open Griffin race 5 lb. extra. Non-winning Subscription Griffins allowed 5 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. To be won by the pony scoring most marks in the races for the cup counting 4 points for a first; 2 for a second; and I for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 th. extra for each win in subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lb, to be deducted next time he starts. Penalties accumulative up to 15 th Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pory out of the Club funds. At the conclusion of the season a cup, value \$100, will be presented to the owner of the pony obtaining the second highest number of marks.

3-4,30 p.m.-Ladies' Nomination.-Gentlemen to start dismounted; at the word go to mount and ride to a given point where a number of golf jutters will be placed. Gentlemen to dismount, pick up a putter and run with same, leading his pony to another point where his Lady nominator will be waiting with a golf ball. Gentleman to hand puttir to Lady who will then run a short distance to a mark indicated by white chalk place her golf ball on the ground and put if into a ring marked with chalk some 20 yards | away. Lady to then run back with her ball ; and putter to gentleman who will mount and ride back... Points given for pace and putting. Open to members of both services as well as to members of the Gymkhana Club. Entrance fee \$3. 1st and 2nd Prizes presented by the Club. Post Entries accepted.

4.- b p.m.- Hundle Rack. - For China Pobles. Distance about One Mile and a Quarter. Catch Weights 10st, S.b. Entrance fee \$5. 1st Prize: A Cup presented by J. A. Jupp, Erq. 2nd Prize: \$25. (Entrance fees to go to winner.) Post Entries. No race unless four

5-5,30 p.m.-Tent Pedging Challenge Cur.-Presented by His Excellency Major-General Broadwood, c.B. For China Ponies. To be run for five times and to be won by the rider scoring most marks at the end of the reason. Best; of three runs at each meeting. Points for Jace and style. Open to members of both services as well as to members of the Gymkhana Club. Entrance fee 83. memento presented to the 1st and 2nd at each

meeting. Post Entries. 6-5,45 p.m.-Pono Pony Scurry,-Open to all bona fide China Polo Ponies passed as such by the Committee of the Club. Catch | weights over lost. Distance about a quarter ; of a mile round a post and back-riders to turn keeping the post on their left hand side: Open to members of the Jockey Club, Pole Club and Gymkhana Club and members of both services. Entrance fee \$3. 1st Prize

FLAT RACE. HANDREAP .- For all China' Ponies. Jockeys who have not won more 85. 1st Prize: A Cup presented by Hon. Mr. W. J. Gresson. 2nd Prize: \$25. (Entrance fees to go to winner.

BOWLS

LOWN BOWLS. The following will represent the Civil Service Club at Lawn Bowls against the Police C.C. on the Police Green at 3.30 p.m. to-day

(Saturday):- R. Palmer 1	R. Hudson 1
42 Radeock 4	C. H. Parkinson 2 R. Fenton 3
A. Blowey 3 W. Fincher (skip)	І. А. Wheel (вкір)
W. H. Kelley	THE PART AND THE PERSON OF THE
P. R. Adams	3
M. McIver	(skip)
L. E. Brett Reserves A. Brown	and R. Dancan.
The Police will be	represented by :
The Police Will be	Clown
Pitt McHardy	Watt
Kent	Sim
Withers (skip)	Camer n (skip)
- 1u	gham
M	Lennen
<u>C</u>	alleford
	itchie (skip)
JAPANESE W	ARSHIPS TO VIS

The Tsukubo and the Chitore two ships belonging to the Navy of Japan, will in all probability arrive in Euplish waters some day in June, to pay a brief visit and salute the flag of Japan's valued ally. The Tsukuhu is an armoured cruiser of 13 850 tons, built entirely in Japan, at the Kure dockyard, in the Inland Sea. She was launched in December, sister ship, the Ikoma, being now in course of of the engagements of the late war, and was sent in chase of the Novih after the battle of the Yellow Ses in August, 1904, finally of the latter: overhauling her n Kersakoff Bay, Saghalien, where the Novik was sunk. The Chitose's high speed, 224 knots, served her well on this

occasion, for the Novik was particularly fast. The Tsukuba is a ship of which the Kusa naval department is justifiably proud, she being the first warship of any size, and of purely Japanese construction, to fly our ensign in foreign waters. Several small cruisers had been turned out previously from our dockyards, but the Tsukuba represents our first attempt to build armoured vessels of large tonnage for curselves. Kure, where she was constructed, is not far from Wakamaten, the lately-established iron foundry and works close to Ehimonoseki. Kuré is in other respects well situated, being well-sheltered, almost hidden, indeed, in a nook of the Inland Sea, near Hiroshima, from which the troops were despatched to the seat of war both in 1894 and 1904. The Taukuba is commanded by Captain Takenouchi, formerly Navel Attaché to the Japanese Embassy in Paris.

FUNNELS AND FLAGS.

THE "ROBERT COOKE" LOST. The Dock Company's powerful tug, the Robert Cocke, which grounded in the attempt to salve the stranded German steamer Wong Koi, has been abandoned as a total loss. GERMAN SHIPPING TRADE.

At the general meeting of the Hamburg-America Line, Herr Ballin, the managing director, announced that they had decided to take over traffic to African ports. With this object the company intended to purchase a part of the fleet of the Woermann Line, and 5,000,000 raising of the additional capital.

Hamburg and Altona the following resolution was passed: "The dock labourars declare themselves satisfied with a wage of five marks per day, and one mark per hour fer overtime. They refuse, however, to enter into any contractual obligation, or tongree to compulsory contribution to a provident or emergency fund. They rescind the resolution of May 28, 1906, in | which it was decided that they would not work ! after ten p.m. As the reason for the look-out is thus removed, the dock labourers anticipate its | termination." The men's officials were at the same time fully empowered to accoriate with the Harbour Management Association.

Consul-General in Belgium, in his report on shipping at Autwerp, to the gradual supersession of the British seamen by foreigners. Last year at Antwerp-a port at which rather more than half the shipping is British-the british seamen discharged numbered 4,665 and the foreigners 10,453. Of the men engaged in their place only 3,408 were British, the remaining 11,935 being of foreign nutionality. Thus, of the seamen discharged 69 per cent. were foreigners and 31 per cent. British subjects, while of the men engaged to replace them 77.8 per cent, were foreigners a d only 20.2 per cent. of British nationality. These figures refer to all classes of seafaring men, including officers and engineers. If the statement be confined to the tern " seamen" as strictly interpreted it is found that of 4,539 sailers engaged at Antwerp only 462 were ritish, and of 4,522 firemen signed on only 182 were natives of the United Kingdom.

COLONIAL MERCHANT SEIPPING

CONFERENCE. The Colonial Merchant Shipping Conference held its second meeting at the Foreign Office last month. Mr. D. Lloyd George, M.P., President of the Board of Trade, presided, and the other members of the Conference present were: Imperial Delegates: Mr. H. Llewellyn Sm.th. Mr. Walter J. Howell, Mr. R. E. Cunliffe, and (aptain A. J. G. Chalmers, of the Board Trade; Mr. H. Bertram Cox and Mr. A. B. Keith, of the Colonial Office; Shipowners: Mr. E. Pembroke, Mr. K. Anderson, Mr. H. F. Femie, Mr. N. Dunlop, and Mr. Norman Hill; Seamen Mr. J. Havelock Wilson, M.P., Australian Delegates: Hon. Sir W. J. Lyne: Dr. H. N. Wollaston, Hon. W. M. Hughes, and Hon. Dugald Thomson; New Zealand Delegater: Hon. Sir Jeseph Ward, Dr. Fitchett (Solicitor General), Mr. James Mille. William Belcher, and Mr. A. R. Hielop; Secretaries: Mr. J. A. Webster and Mr. G. E. Baker, of the Board of Trade; Mr. J. Hiclor, Private Secretary to Sir J Ward, and Mr. D. J. Quine, Private Secretary to Sir W. Lyne. At the opening of the Conference Sir William Lyne read a memorandum in reply to a statement drawn up i by the shipowners on the subject of the practical accepted.

7.-6.15 p.m.- ONE MILE AND A QUARTER Morehant Shipping legislation throughout the regard to Antwerp are worthy of the notice Empire. The Conference then preceeded to which they have attracted, as, when carried into known. Times are fast changing on shore as vessels other than passenger ships by the Board hai or Tientain allowed 51b. Entrance fee of Trade; the acceptance of Board of Trade life saving appliances as of the same effect as Zealand of the provision scale laid down in the Imperial Act of 1906 for use on British ships not registered in those Colonies: the exemption of provisions imspected and passed by Imperial Officers from further inspection in Australia and New Zealand except in certain circumstances; and the vessels and voyages to which Australian or New Zealand conditions as to accommodation, ventilation, conveniences, and manuing should

be applicable. BRITISH V. GERMAN SHI FING. Remarks are frequently made with regard to the rapidity of the growth of German shipping at Aniwerp, remarks Sir Cecil Hertelet, British Consul General for Belgium, in a report on the progress of the Port of Antwerp, issued yesterday, and certainly Germany is the only rival to the United Kingdom in the matter of shipping. Statistics would undoubtedly give rise to the impression that the tonnage of German versels, entering Antwerp is rapidly overhauling that of British vessels. It appears that in eighteen years, from 18:8 to 1906, German shipping has increased by 472 per cent., whereas British German tonnage is increasing overwhelmingly | manner-that is to say, by actual figures, rather than by percentage—it will be seen that not German, but British shipping is in reality

increasing the more rapidly. For instance, the tourness of British vessels entering the port in 1858 amounted to 2.256,352 tons, and that of German vessels to 498,660 tons; the figures for British vessels in 9:6 were 5,499,838 tons, and those of German vessels 1905, in the presence of the Crown Prince, her 2,851,469 tons. In eighteen years the twelve months' total of British shipping has increased completion at the same place. The Chilose is by 4.243,486 tons, while German shipping has a protected coniser of 4,784 tons, and was built only increased by 2,352,800 tons; it is obvious, in 1898 at San Francisco. She was chosen to therefore, that German shipping can never opposed to river quay construction and vice accompany the 2sukuba to the Jamestown cele- overtake the British at Antwerp at the present quations out of compliment to her American rate of progress. If the figures for the last builders. She figured conspicuously in most three years be taken of British and German lend weight to the former)." shipping, it will be seen that each year the increase of the former has been greater than that GERMAN.

BRITISH. Increase. Increase. 19 4 ... 269,105 tons. ... 36,117 tons. 1905 ... 375,490 168,783 ... 1906 . 503,134 253,097 ... Generally speaking, adds the Consul-General,

it is scarcely realised to what a large extent Antwerp owes its greatness as a port to British shipping. To all intents, so far as the actual tompage of vessels is concerned, Antwerp is a British port; certainly the United Kingdom bas a greater interest in it than any other

TELEPHONES ON SHIPS. Of proved convenience is the modern system of linking up a ship, when in dock, with the local telephone exchange. By this means the vessel is put on an equality with the rest mand trunk cells if they wish it. It is doubt. dress. Dans, in that classic work, "Two ful, however, whether the real value of the Years before the Mast," describes the sailor | Government of the Straits Settlements to

telephone is not even more apparent on the one: "A well-varnished black tarpaulin hat ship herself, especially if she happens to be a stuck upon the back of his head, long locks big passenger liner of the type to which we coming down almost into his eyes, whith duck are every day getting more accustomed. It is trousers and shirt, blue jacket, kerchief tied scarcely too much to say that this class of loosely round the neck." Again describing the vessel has been helped into existence by the rig of a party going on liberty: " Pumps, white telephone. In its absence the huge dimensions stockings, loose white duck trousers, blue jackets, of the modern steamship, and the long distance; clean checked shirts, black ribbon, over the left to be travelled from one part of the vessel eye, a silk handkerchief flying from the to another, would render administration a outside jacket pocket, and four or five dollars matter of great difficulty. But if the telephone | tied up in the back of the neckerobief." Now, is essential to the comfortable working to the every vestige of sea rig has gone, or almost modern steamships, that later discovery- gone, from the mercantile marine, and the wireless telegraphy—stands head and shoulders average ragamuffin who poses as a steamboat above it in point of importance. It is a mere semman to-day would pass in the street for a the Woermann Line as the purchase price. traism to say that the solitude of the Atlantic long shoreman. In our seaport population. For this purpose it was necessary to raise the voyage has gone. Nowadays Atlantic steamers | coasters, pilots, and fishermen still precapital of the company from 120 to 125 million | run practically like clockwork, and those on sent somewhat of a nantical appearance, but marks, and they had decided to summon a board a liner can to a nicety when they will be not the deep-water man who goes in tramp general meeting on April 15 to discuss the in communication with another versel, and for steamers. In the little customs of every how long they will be in touch with her. day, also the modern seaman has changed There is much value in merely being able to No steam seaman would whistle for wind, he At a meeting held by the dock labourers of speak a ship at a long distance. For instance, never wants it; a calm suits him far better; if she is on an opposite course, it is and as to "scratching the mizen-mast," such useful to know the sort of weather she has an idea would never enter his head; he seldom experienced, as you may pick up valuable has a "mizen" mast to scratch. Whoever knowledge as to what you yourself may on- dreams now of resorting to ceremonies on counter. ver and above all these things, how- crossing the line, or heaving the "dead horse ever, is the knowledge that with the help of overboard with "the usual ceremonies," as the

wireless telegraphy a ship can appeal for aid to old log-books bad it? There were many rules the invisible. Let a vessel break down, for of etiquette that used to be observed very example, and she can speak the nearest vessel rigidly in forecastles. One of these was that and beseech her help; whereas in the olden days no one must keep his chest locked; another, a disabled ship must have drifted helplessly until that no "Dutchman" should presume to help something or other came in sight. The old himself from the mess kid before Eritishers or sense of isolation has gone, and the publication | Americans. But "forecastle etiquette" would of daily bulletine received by the wireless method | require an article to itself. This last-mentioned is of itself reassuring to the passenger as he custom is an echo from the days when England

MORE OFFICERS WANTED. marine is to be made the subject of formal Cape Finisterie, and westward as far as the inquiry by a representative committee of the twenty-third meridian.) The stips of other Shipping Federation, which is to hold its first | nations were forced to salute when passing a meeting on April 10 There can be no longer British warship. Blake and Tromp first came any doubt, in view of this proceeding, that to action on this account. The salute was by shipowners are at length taking this subject | sericusly to heart. The scarcity of officers has hitherto been met in the case of many lines by quite recent y are; in fact, some of the more an increase in pay and privileges, but it seems old-fashioned of our cousting skippers will still to be recognised that some arrangement will have to be made by which the number of young men coming forward for service in an executive | dip to one another. In these prosaic days of capacity will automatically increase. There are those who allege that neglect to instruct apprentices in the art of navigation is one of the causes of the deficiency.

SHIPPING LEGISLATION. It looks as if the Government's one ewe-lamb in the shape of shipping legislation this session is to be the Tennage Measurement Bill. It is ship is that, pray?" And so on. We have all the outcome of the attempt of various dock authorities, by means of private bills, to fix feathered, but few know that this in its origin particular bases for the levying of dues on shipping. Mr. Lloyd George is in favour of uniformity, and has accordingly brought in his own bill, leaving the dock authorities, if they cen, to convince a Select Committee that he is of feathers be shaken over, to mark him, and wrong.; Shipowners, meantime, look on with anything but indifference. It was complained the other day that the President of the Board of Trade casts a spell over shipowners when they in the Mercantile Marine? These only date interview bim. It remains to be seen if the dockowners will prove equally susceptible. A PER O. STORY.

Young gentlemen desirous of entering the Peninsular and Oriental service as cadeta have lately been subjected to a preliminary examination in general knowledge. Among other things, they were asked to give the name of a popular admiral recently in command of the Mediterranean Fleet. One of them, without hesitation, recorded his impression that the distinguished naval officer referred to was Sir Thomas Sutherland, Could a more skilful compliment have been paid to the bairman of the Peninsular and Oriental Company "A PATTERN FOR LOND IN." "The Belgian Government intentions with quence, had a good time among the rest of

the men. How this idea originated is undiscuss resolutions with regard to the survey of effect, the extensions will make of it certainly, on sea; old customs, old dress, are vanishing one of the largest ports, if not the largest, in the fast; a utilitarian age will not treub e itself With this remark Sir Cacil Herislet, about such "trifles." The only aim new is to British Consul-General for Belgium, prefaces | make money, and spend it. an interesting report on the shipping and pavigation of Antwerp for the year 1906. The waters; the recognition by Australia and New report recalls that the Dock Bill, which also Autwerp, passed second reading on January 24 last year, subject to the examination of two points by technical commissions-nearly, the advisability of cutting a new and straighter bed for the Rivar Scheldt (the Grande Coupere), and as to the new fortifications. Sir | C. Hertslet states that at the time of writing the military commission had reported, but that the other commission had not yet been appointed. In the meantime it may be confidently expected 'Man "), borne by two of them, are Dyaks. that the Government which is always alive to ! the needs of the country, will shortly make an commencement. The spirit in which the whole matter is contemplated was evidenced in what took place in the Chamber of Deputies on February 12 last. The Minister of Finance then stated that the construction of a portion of the great canal dock, with two corresponding subsidiary docks, the detailed plans of which were being prepared, would be put up for adjudication as soon as the Government had arranged the necessary oredit for the two latter docks. As a result of this statement certain Autwerp Deputies promptly would seem apparent from these figures that gave notice of a Bill to furnish the £480,000) for the purpose. The port extension ever, the statistics are taken in a different scheme-apart from the Grande coupure, which seems doubtful at the moment-includes a huge canal dock and nine subsidiary docks. The former is to be five miles long, and 2731 yards

wide (about six times the width of the Sucz Canal), increasing in width in certain places to 437 yards. The depth will be 40ft, sufficient to accommodate any vessel aff at. The length of seven of the subsidiary docks will be about three-quarters of a mile each, the other two being rather less, but all will be 44)it. deep. "Antwerp," says the Consul-General, "has been held up as a pattern for London, the counter arguments used being in favour of dock as Antwerp's accommodation certainly appear to

DISAPPEARING CUSTOMS. In these days of steam, when the sailor is fast disappearing, the old usages pertaining to the sea life are also vanishing. Steam, short voyages, and the absence of the necessity for seamanship all tend towards this consummation. The sailor is not now a man apart, with his own customs and dress; traces of these still exists, it is true, but traces only. Until quite recent times, records the Nautical Magazine, this was not so, though a distinctive dress was departed from the mercantile marine this sixty years. Customs, however, still exist more or less, though they, too, are going fast into oblivion. But the sailor, when he could with, truth be termed "sailor", had many curious customs and ideas peculiarly his own. The navies of the nations, it is true, have their uniforms, but there are still men living who can remember the time when merchant seamen going ashore, even from small trading craft, would wear the distinctive sailor's rig of his day (1836) in several places. Here is

Some attention is given by the British sees nothing around him but the wild waste of chained the sovereignty of the sea. (This England "within the four seas," that The dearth of junior efficers in the mercantile from half-way up the cozat of Norway to

"taking in" the flag or lowering topsails. This last means of saluting might have been seen in lower their royals to a man-of-war, and we still dip our ensigns to warships, though they do not engineering, the only salute is often a horrible best "on the steam whistle. As to "speaking" another vessel, it is never attempted as in the cays of true seamanship when, each master esrefully coming his vessel, they would range within hall and begin in the old courteous way : "Ho! The ship aboy." "Hilloh! " "What probably heard of evil-doers being tarred and was a rantical custom. But, it is so, In the laws of Oleron the following may be found: "If a rether be convicted of theft, beiling pitch shall be poured over his head and a shower he shall be cast ashore on the first land at which the fleet shall touch." Why were "painted ports" as popular, not only in the Navy, but also from the beginning of the nine-teenth century. and were introduced by Nelson; in his day what are now the white streaks were yellow. After Trafalgar this was adopted through out the Navy, and copied by merchant ressels. Before that time, our men-o-war would have locked strange to modern eyes, being pain ed with blue upperworks and Jellow sider, with wide black strakes at the water-line. Inhard surfaces were often printed blood-red. yery few years ago the superstition as to the ** Koosbian Finn hetill existed; it may perhaps linger yet. These men were looked on as wizards who could give, or withhold, fair winds.

SARAWAK AND BRUNEL

In forecastles they were always looked upon

with a certain amount of awe, and, in course-

The quaint petition of the chief of Balait to the Raja of Sarawak, which was published recently in The Stendard, lifts a corner of the weil which has concealed from the people of this country certain ciplomatic intrigues which have for the last year been going on in that remote corner of the world, the Malay

Archinelsum The signatories of the petition, as is evident from the title, "Orang Kaya" (literally, "Rich representatives of the indigenous tribes Borneo whom the Malays, especially the lazy and greedy Pangerans of the Brunei Saltanate live by occening and robbing. Up to the beginning of last year, Brunei existed in dishonourable independence, a squalid, barbarous enclave, within the territories of Sarawak, a State still Lominally tributary to its bultan, but raised by the capacity of its white Rajas to a position of vartly superior power, peace, and prosperity. The inhabitants Brunei migrated on every possible opportunity across the frontiers into the Baram Limbang, Trusan, and Lawas districts of Sarawak.

At the beginning of last year, however, when the island of Labuan was transferred from the administration of the North Borneo Company and made a separate Colony, the Government of the Straits Settl ments, by arrangement with the Colonial and Foreign Offices at home, appointed a resident "adviser" to the Sultan of Brunei, and, in fact, annexed the

There is, of course, no exception (in theory) to be taken to this course, though why the Government of the Straits Settlements should desire to be burdened with this miserable littlhole, separated from the Peninsula by some five hundred miles of sea is an apparent mystery. But behind it lies an injustice done to Ruja

For some years past the Raja has held from the Sultan a licence to work the coal-mines of Muara, within the confines of Branci, and has had conferred upon bim therewith certain limited powers of sovereignty over the district. The village of Brocketown, which is the centre of the enterprise, is the one flourishing spot within the wretched little State. But flourishes at the Raja's expense, for the Muara coal mines have, up to the present, cost Sarawak nearly a hundred thousand dollars. The enterprise is continued simply for the sake of the natives, who are thus trained to habits of industry, and given the blessings of equal

justice and freedom from oppression. It will hardly be credited that one of the first actions of the newly appointed "adviser' at Brunei was to impose an export duty on Muara coal. An export duty on the product of an industry run at a loss! The reason given is that revenue must be raised. But it is at least doubtful whether this iniquitous impost will serve that end, for there are limits to the Raja's patience. If he continues to work the mines at this additional loss it will be entirely due to his determination not to permit the

T. B. HALL & CO.'S HEAD" BRAND LIGHT, SPARKLING PALE ALE (IN PINTS AND SPLITS)

STOUT

BRAND HEAD" QUARTS, PINTS AND SPLITS).

SAMPLES ON APPLICATION.

SOLE AGENTS

PRICE & CO..

WINE AND SPIRIT MERCHANTS. TELEPHONE No. 135. 12, QUEEN'S ROAD CENTRAL.

secomplish their evident purpose of "freezing) him out." Meanwhile, he exodus into Sarawsk territory is not checked; the natives being of the mind of Orang Kava Istia Jaya and his co-signaterier, "afraid because they are not familiar with the Kirg's Government, and its laws" (of) ccurse, only as administered in Brucei) " are barth and excessive"

Now, nothing could be more infamous than the rule of the Eultan of Brunei and his Pangerars, and it is right that this should. cease. But when the Raja of harawak, whose Government is admitted to be an "object-lesson in administration," is willing to take over the country, and the natives, who know what Sarawak methods are, desire that he should do so why, in the name of common sense, should the Government of the Straits Settlements interfere to prevent so reasonable a solution?

The Re in has always set his face against concession-hunters. When he acquired the Lawns d'strict Le four d'it necessary to expel a relative of his can where trading methods too clerely resembled those of the Fargerans. The Government of Sarawak is a government which exists for the welfare of the natives, not for the enrichment of Europeans. It is, therefore with. cut my great surprise that we find a leading ergum in the Straits Settlements declaring, in on article which hears traces of inspiration, that "there may come a day when British interests in Borneo will have to be amalgamated and concentrated under one administration," and accompanying this scarcely resied threat against the independence of Sarawak with the innuendo, evidently aimed at the Raja Muds, that farswak "may not always be so fortunate" as to have rulers of aqual capacity with Sir Jemes and Sir Charles Brooke.

We have no need to defend Charles Vyner Brooke against this wanten attack. He has already proved himself as an administrator. winning, as his father and great-uncle did before him, the affections of the "fluttered folk and wild" ever whem it is his desting to rule. We will only say that it is well that a hint of the coming trouble has been given. and that wherever Britons venerate the great deeds of their countrymen it behaves them to keep their weather-eye open, and to see to that a great wrong is not done to the State which the Breckes have built up with so much sagacity and self-sacrifice.

EX-GOVERNORS OF COLONIES AND COMPANY DIRECTORSHIPS.

Cur Lordon correspondent mentioned that a circular had been issued by the Earl of Elgin relative to the part taken by ex Governors of Colonies in the organisation or direction of companies formed to operate in territories which they were recently administering. The full text of the circular, which has been cent "to the Governors of all Colonies, is as follows: Downing-street, February 15, 1907.

Sir. I have the honour to inform you that during the past session questions have been put in the House of Commons with regard to certain cases in which ex. Governors of Colonies have taken a preminent part in the organication or direction of companies formed to operate in territories which they were receptly administering. The publicity which has thus been given to these cases and the public comments which have been made upon them make it desirable that I should, without suggesting any impropriety in the action of there concerned, express my personal opinion with regard to such commercial ventures.

I have every reason to believe that the strengest motive which actuates a former Governor in engaging in a commercial enterprise in a Colony with which he have een connected is that he feels assured, from his intimate knowledge of the whole circumstances, that there are prortunities for development which will benefit the Colony, and that it is incumbent on him not to refuse to give the enterprise the support which his name and reputation must carry with it. A secondary motive, perfect legitimate and honourable, may be that the enterprise may prove successful and co-operation in it remunerative. At the same time. I cannot help feeling that

retired Governors would be well advised in most cases to refrain from taking a prominent part in the management of companies which are formed to develop for profit the natural resources of the territ ries which they have administered. I shall always be ready and anxious to defend the conduct of those who have given years of ardnous and devoted work to the Empire; but the strongest and best merited defence cannot always remove a false impression made by reflections cast on them, and I think myself therefore, entitled in the interests of the State; and of the Colonial Service todraw the attention of officers administering the government Colonies or Projectorates to the necessity for earnest consideration before taking part in any commercial nudertaking of such a character .-Lhave, &c.,

"THE TYPHOON."

various stirring and sensational scenes. Chi trusted to carry everything before it.



To treat Pimples and Blackheads. Red, Rough, Oily Complexions, gently smear the face with Cuticura Ointment, the Great Skin Cure, but do not rub. Wash off the Ointment in five minutes with Cuticura Soap and hot water, and bathe freely for some minutes. Repeat morning and evening. At other times use Cuticura Soap for bathing the face as often as agreeable. No other Skin Soap so pure, so sweet, so speedily effective. Cuticura Soap combines delicate medicinal and emol-Cuticura Scap combines delicate medicinal and end-lient properies derived from Cuticura, the great Skin Cure, with the puries of cleaning ingredients and the meet refreshing of flower odors. Two Scaps in one at one price, vir., a Middeinal and Tothe Beap. London Depot: F. Newberg & Sons, Ltd. Potter Brug & Chem. Corp., Sole Proper Roston, Mass. U.S. A. Corp., Sole Proper Roston, Mass. U.S. A. $54 - 78^{\circ}$

Chen, a wealthy mandarir, has laid unlawful hands on a charming English girl, Kate Vincent, whom he has waylaid and carried off to a neighbouring temple. Happile her sweetheart, George Clifford, learns of ther whereabouts, and by the exercise of a little thought and no small measure of pluck succeeds in rescuing the girl from the hands of the enemy, and bearing her off to worthy Lick Sandford, skipper of the Albabross, whose protection he demands. Chi Chen. however, has still something up his capacions sleeve. Disguising bimself as a priest, he. in company with a dozen of the same kind. bribes Sandford to accept himself, his comrades, and a sacred Joss PH passengers, much to the indignation of David MacGregor, the Scotch engineer, who wisely insists only trouble can come of the arrange. ment. The next tableau, a very beautiful one, shows the Albertross at sea, the vessel speeding along beneath the rays of the silvery moon, and all unconscious of the terrible doom to which she is fast burrying. Presently the Chinese throw off their disguises, and a moment later, craw, captain, and passengers lie at their mercy. Unexpected help comes to the latter in the shape of the offended elements; clouds gather on the horizon, lightning flashes, thunder reals. the wind howls through the creaking cordage, the waves rise higher and higher. The threatened catastrophe affords the English their opportunity. Granted freedom on the condition that they shall steer the steamer to safety, they promptly overpower their crafty opponents, and are once more musters of the situation. In the storm that now burst over them they find however. an even less merciful fee. At this point down comes the curtain, and quick as thought, we have, with the aid of the cinematograph, a wonderful picture of a versel ploughing its way through an angry tes, enormous waves breaking over her bows, sweeping the decks and menacing destruction at every moment. The following scene bring the huge tank into play. In the background is discerned the ill-tated Albatross, almost a wreck by now, caught in a vertex of swirling water, her sai s stripped from the masts, each instant likely to be ber lest. Into the tank swims a cutter, con-The Daily Telegraph says :- We are juclined taining Kate, her lover, and one other to say that "The Typhcon" is quite the best figure, who have escaped from the sinking thing that the management of the Hippedrome ship. The clouds break and the rain has yet given us. It speaks volumes for the descends in torrents, wetting the hopless ingenuity of the authors, Alicia Rameay and creatures to the skin, but somehow we have Rudelf de Cordova; it is a production upon the comfortable feeling that eventually they will which the resourceful and inventive Mr. Frank, win their way to safety. The final picture Parker has every right to plume himself. reveals Mr. Frank Parker, standing like Considering the difficulties which beset such a Neptune attired in modern evening dress, spectacle the novelty is a triumph of stage among the waves, and smilingly acknowrealism. To start with, we have a most lifelike ledging the volley of cheers and applause and picturesque view of the good steamer which testify to the delight of the wellpleased Albatross, moored to a wharf in a typical audience. Nor should the work accomplished Chinese port, with her crew of English sailors by the performers or by that clever composer, and an attendant crowd of natives languidly Mr. Carl Keifert, to passed over unnoticed. watching the preparations for departure. The Mr. Cecil Morton York, as the skipper, Mr. Bert picture is most cleverly contrived, full of Gilbertas MacGregor, Mr. Harrison Brockbank, colour, and pleasantly diversified. Without with a capital song, as the hero, Mr. J. G. unnecessary delay the authors plunge into Grahame, as Chen, and Miss Mary Allestree, as the effective little story imagined by them Kate, all deserve praise for ability displayed. as a vehicle for the presentation of "The Typhoon," as its name implies, may be

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Dally Piers only, and special business matters THE MANAGER.

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Lieber's. P.O. Box. 33. Telephone No. 12.

NEW ADVERTISEMENTS

THE CHINA-BORNEO CO., LTD.

NOTICE.

DURING my Temporary Absence from the Colony MR. H. W. KENNETT will act as GENERAL MANAGER of the above Company.

By Order of the Consulting Committee, J. WHEELEY, General Manager.

Hongkong, 4th May, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction. On THURSDAY, the 9th May, 1907, FRIDAY,

2.30 P.M., at his SALES ROOMS. Duddell Street. A FINE COLLECTION OF JAPANESE CURIOS AND SILK EMBROIDERIES.

the 10th May, 1907, commencing each day at

Comprising :-SATSUMA, KINKOSAN IMARI PORCELAIN, OLD BRONZES and BRASSES, CLOISONNE and LACQUER WARE, IVORIES and HAND-PAINTED KAKIMONOS, SILK EMBROIDERIES such as WALL HANGINGS, SCREENS, BED and CUSHION COVERS, MANTEI DRAPERIES, PICTURE . &c., &c. And a Variety of Cunios.

TERMS -- As usual. On View from Tuesday, the 7th May, 1907 Catalogues will be issued. GEO. P. LAMMERT,

Auctioneer. Hongkong, 4th May, 1907. INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

FILE Company's Steamship

"NAMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside, Cargo impeding the discharge or remaining on board after 4 P.M., the 6th inst., will be landed at Consignee's risk and expense: No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 3rd May, 1907.

TETHE HONGKONG WEEKLY PRESS and L CHINAOVERLAND TRADE REPORT is now ready and contains :--Epitome of the Week's News. Leading Articles.

An'i-Railway Argument. Chinese Military Experiment. Missionary Conference. Cremation of Chinese. Chinese Metaphysics. Hongkong Sanitary Board. Supreme Court. A Chinese Brigand Chief "Wanted" in

"Tlicks of the Tlade." Annual Police Report. The Fire Bridge. Botanical and Forestry Department. The Hongkong Observatory, The Hongkong Electric Co., Ltd. China Assiceiation, Canton.

Масво. Kulangsu (Amoy) Municipal Council. Review. Commercial & Shipping.

Extra copies 30 cents each, Cash, Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies.

Subscription: \$12 per Annum, payable in advance; postage \$2. Hongkong, 4th May, 1907.

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from A. FUCHS, Esq., to sell by Public Auction.

TO-DAY (SATURDAY), the 4th May, 1907, at 2.30 P.M., within his Residence, "CRAGSIDE," 130, Barker Road, "The Peak,

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE Comprising :-

TEAKWOOD HATSTAND, SILK. COVERED DRAWING ROOM SUITE, CARPETS, EXTENSION. DINING TABLE and CHAIRS, SIDEBOARD and DINNER WAGGON. GLASS and CROC-KERY WARE, TEAKWOOD WRITING TABLE and BOOK-CASE, DOUBLE and SINGLE BRASSMOUNTED BED-STEADS with WIRE and HAIR MAT-TRESSES, CHILDREN'S IRON COTS and BEDDING, WARDROBES, DRESS-ING TABLE with BEVELLED GLASS, MARBLE TOP WASHSTAND, RATTAN CHAIRS and TABLES, COOKING UTEN-

SILS, &c., &c., &c.; One COTTAGE PIANO (in perfect order). One CHILDREN'S TRICYCLE, A quantity of PLANTS in POIS

AND Two MOUNTAIN CHAIRS. Catalogues will be issued. On view on Friday, the 3rd May in the afternoon.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 29th April, 1907.

NOTICES OF FIRMS NOTICE.

TATE have this day authorised Mr. ETTORE MARCEMARO to sign our Firm's name: per procuration.

CARLOWITZ & CO. Hongkong, 23rd April, 1907. NOTICE.

NOTICE IS HEREBY GIVEN that CHIU HANG ON is no longer in our SPERRY FLOUR COMPANY. Hongkong, 1st May 1907

NOTICE. TATE have This Day taken over the business VV. of EDM. JOHANNSEN, and will con-

duct same in futue under the style of BUMANN & BERBLINGER BUMANN & BERBLINGER Hongkong, 1st May, 1907. UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE:

TOROM This Date and until further Notice MR. E. C. LANE is authorised to Sign Policies of the Society for the Secretary By Order of the Board.

W. J. SAUNDERS, Secretary. Hongkoog, 1st May 1907. CHINA TRADERS INSURANCE COMPANY, LIMITED.

NOTICE.

TROM This Date and nutil further Notice MR, E. C. LANE is authorized to Sign Policies of the Company for the Secretary. By Order of the Board, W. J. SAUNDERS,

Acting Secretary. Hongkong, 1st May, 1907.

NOTICE:

TATOTICE IS HEREBY GIVEN that we have registered our Firm as a Limited Liability Conpany under the Hongkong Companies Ordnance No. 1 of 1865, Mu. JAMES MCKIE and MR. CHARLES HENDERSON Ross have been admitted Members of the Company and MR. THOMAS SHAW FORREST, MR. HARRY VERNON HENSON and MR. F. H. Bugsing have been authorized to Sign on behalf of the Company Per Procuration. JARDINE, MATHESON & Co., Ltd. Hongkong, Ist May, 1997.

INTIMATIONS

DEVONIAN SOCIETY.

FIGHE ANNUAL DEVONIAN DINNER will be held at the Honskong HoraL. TO-NIGHT (SATURDAY), the 4th May, at 8 r.m. Members' intending and Devoniaus wishing to be present are requested to send in. their names to

M. S. NORTHCOTE, Hon, Secretary, Care of Hougkong Club.

Hongkong, 26th April, 1907. WANTED.

COMPRADORE, having business connections throughout the South of China and able to provide substantial security consisting of landed property in Hongkong to the extent of Li per cent, of the annual tarmover. Good remuneration to a suitable man. First Class references from a Foreign Bank required. Apply by letter only in the first instance to DENNYS & BOWLEY.

Hongkong, 5th April, 1907. NOTICE OF REMOVAL.

FITHE Undersigned has REMOVED to No. 33, QUEEN'S ROAD CENTRAL. 1st Figor, above Lock Hing's Store. F. X. D'ALMADA & CASTRO. Solicitor.

Hongkong, 29th April, 1907.

FRENCH LESSONS.

PRENCH TAUGHT entirely by Conversation and without translation by a Franchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English

Apply by letter to— B. R., Care of "Daily Press" Office. Hongkong, 13th November, 1906. YUET-HAN RAILWAY COMPANY LIMITED.

NOTICE.

THE Attention of the Public is drawn to Clause No. 26, of the YURT-HAN RAIL-WAY COMPANY'S Regulations :-

"This Company has been formed by Chinese Merchants who shall invite Chinese Subjects only to subscribe for Shares. The Railway shall be constructed by themselves. Foreigners are denied the privilege of subscribing for shares in the Company.

. "Chinese Subjects, who have been naturalized as Subjects of Foreign Countries, shall be recognised as Chinese Subjects by the Company and are allowed to subscribe. Such Shareholders shall be reated as Chinese Subjects and shall not claim the privileges of a Foreign Subject. Should they interfere in any way the Company is hereby empow-red to ca cel their shares and all interest and privileges with the Company shall be withdrawn from them.

CHEANG TO CHAI, President of The Yuet-Han Railway Company Ltd.

Canton, 9th April, 1947. REGULAR

HONGKONG-CANTON LINE STEAMERS. OF THE

COMPAGNIE FRANCAISE DES INDES ET.DE L'EXTREME OBIENT. S.S. "PAUL BEAU," 1,90" tons, 14 knots. S.S. "CHARLES HARDOUIN" 1,900 tons, 14 knots.

THE SPEEDIEST, MOST LUXURIOUSLY APPOINTED AND PUNCTUAL STEAMERS ON THE LINE.

Departure from Hongkong at 9.30-r.m. (Saturdays Excepted). Departure from Canton at 5.15 P.M.

(Sundays Excepted These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent onisine.

The COMPANY'S WHARF is at the end of WING LOK STREET (train station). For further particulars, please apply to

E. PASQUET & CO., Canton Agents. BARRETTO & CO., Agents. Hongkong, 1st April, 1907

PUBLIC COMPANIES

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

-A N INTERIM DIVIDEND of One Shilling and Six Pence per share free of tax for account of year ending 28th February. 1907, has been declared by the Directors of the above Company. Coupon No. 8 is Pavable on 1st May at the Chartered Bank of Ludia, Australia and China and the Russo-Chinese Bank at Tientsin and Shanghai. SHEWAN, TOMES & Co.,

Hongkong, 1st May, 1907. THE MAN ON INSURANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL EXTRAORDINARY GENERAL MEETING of the MAN ON INSURANCE COMPANY LIMITED will be held at the Company's Registered Office No. 2, Queen's Road West Victoria, Hongkong, on TUESDAY the 14th day of May, 1907, at 12 o'clock NOON, when the subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 27th April, 1907, will be submitted for Confirmation as Special Resolutions :

1. That clause 3 of the Memorandum of Association be altered by inserting after the words "the objects for which the Company is established are" the words | both days inclusive. "Sub-clause A.", and by adding at the end of "Sub-clause A" new sub-clauses to be lettered B and C.

(B) To insure against loss or damage by fire all houses and all other buildings and erections, treasure, household furniture, goods, wares merchandisa, chattels and effects whatsoever in Hongkong, China, Japan or elsewhere and the pursuit of the business of fire insurance generally and the doing of such other things as are incidental or conducive to the attainment of the above objects.

(c) To re-insure any risk in whole or in Dated the 29th day of April, 1907. By Order of the Board.

Secretary. HONGKONG & SHANGHAI BANKING CORPORATION.

CHAU SIU KI.

TOTICE IS HEREBY GIVEN that an EXPRAORDINARY MEETING of the SHAREHOLDERS of the HONGKONG and SHANGHAI BANKING CORPORA-TION will be held at the CITY HALL. Hongkong, on FRIDAY, the 31st day of May, 1997, at Nuon for the purpose considering, and if thought fit, of passing the following Resolutious :-

That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the Shareholders of the Company to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hougkong with the advice and consent of the Legislative Council Company as null and void. thereof to effect the amendments necessary to the Ordinance under which the Company is incorporated and carrying on business so as to allow of the capital of the Company being from time to time increased from ten millions of dollars the present authorised capital of the Company to twenty millions of dollars and also for extending the period of the operation of such Ordinanc- for a further period of 21 years from and including the 14th day of August, 1903, and for continuing all the provisions of Section 3 of the Hongkong and Shanghai Banking Corporation Ordinance 1899 for a further period of 21 years from and including the 14th day of August, 1908;

2. That from the date of such new, Ordinanc coming into operation and becom? ing effective the Capital of the Hongkong and Shanghai Banking Corporation be increased from \$10,00 0000 to \$15,000,000 by the creation of 40,000 New Shares of \$125 each to be issued at the price of £30 on the terms after mentioned. Sharebolders on the Eastern Registers to pay for their altotments at the rate of Exchange for the Company's demand Bills on London on the day the

instalments are due, 3 That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to Sherebolders in the proportion of one New Share for every two shares of which on the 31st day of May, 1907. Shireholders shall' respectively be the Registered Holders and that any New Shares not accepted by the, Shareholders within the time limited by the Directors for that purpose be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interests of the

Company. 4. That the payment of the sum of £30 per Share for each of the said New Shares be made as follows, viz : Ist instalment of £15 on the 1st day of

July, 1907. 2nd and final instalment of £15 on the 1st day of October, 1907.

5. That the Directors issue to Shareholders holding shares not a multiple of two, a fractional certificate in respect of each share in excess of or below the multiple and allot one New Share to every person who shall profuce two such Fractional Certificates on or before the 1st day of July, 1907, and pay the first instalment in respect thereof.

ti. That after payment of the first instalment and pending payment of the remaining insia ment, Scrip Certificates in such form as the Directors may determine be issued in respect of such New Shares entitling the holders on payment of the remaining instalment, and subject to such other terms as to approval, date for lodging scrip certificates to be registered as the owners of the Shares respectively represented by such Scrip Certi-

7. That interest at the rate of 5 per contum per annum be allowed out of the profits of the Company on instalments paid in advance of the dates when the same become due, and that registered bolders of Scrip Certificates for New Shares be entitled in respect of such New Shares to participate in future dividends on an equality with the old shares, in proportion to the instalments paid up, and from due dates for payment of same.

8. That interest at the rate of 8 per centum per annum be charged on each instalment not panetually paid, and be paid with each such instalment. 9. That all moneys received from premium

on the said New Shares be added to the Reserve Funds. For THE HONGKONG AND SHANGHAI BANKING CORPORATION. J. R. M. SMITH,

Chief Manager. Hongkong, 30th April, 1907.

PUBLIC COMPANIES THE YANGTSZE INSURANCE

ASSOCIATION, LTD. NOTICE TO SHAREHOLDERS.

DIVIDEND at the Rate of Twenty . Per Cent., being TWELVE DOLLARS PER SHARE, on the Paid-up Capital of the above Association has been declared Payable, in Taels at Exchange 73, at the CHARTERED BANK OF INDIA, AUSTRALIA & CHINA OF The Hongkong & SHANGHAI BANKING CORPORATION, Shanghai, on and after this date, to Shareholders of necord on the 22nd April, 1907,

By Order of the Board of Directors. W. S. JACKSON.

Secretary. Shanghai, 27th April, 1907. THE HONGKONG ELECTRIC CO., LD.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY GEN-ERAL MEETING of the Shareholders will be held at the Company's Offices, St. George's Building, on WEDNESDAY, the Sta May, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 23th February, 1907, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from 25th April to 8th May,

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents. Hougkong, 22ad April, 1997. NOTICE.

THE CHINA FIRE INSURANCE CO., LIMITED.

FITHE CERTIFICATES Nos. 7735/7738 dated 1st September, 1912, of the Shares 876/880, 14381 / 14995, 19036/19040, 6746/6760 and 1811/186) in this Company, standing in the name of Mr. ARNOLD DITTMAR of Manila, have been LOST, and if at the expiration of one month from the date hereof, the above Documents be not forthcoming, other Certificates will be issued by the Company, and thereafter no other will be acknowledged. Dated 12th April, 19)7.

GEO. L. TOMLIN, Secretary. THE CHINA PROVIDENT LOAN AND

MORTGAGE COMPANY, LIMITED. LOST.

FITWO CERTIFICATES of 50 Shares each standing in the Register of this Company in the name of Func Mind Shan have been Scrip No. 961-49851/49900 - 50 Shares. 362-49901/49950 = 50

100 Shares. ATOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 100 Shares will be issued one month hence, and that the Original Certificates, unless produced within that period, will thereafter be held by the

SHEWAN TOMES & CO., General Managers. Houg'cong, 1st May, 1907.

INSURANCES THE GLOBUS INSURANCE COMPANY

OF HAMBURG. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates,

CARLOWITZ & Co. Hongkong, 13th August, 1906. THE NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA.

(FIRE AND MARINE INSUBANCE COMPANY.) THE Undersigned AGENTS for the above Company are prepared to ACCEPT. RISKS at current rates. LUTGENS, EINSTMANN & Co., A genta.

Hongkong, 1st January, 1907.

TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1905 £17,837,119. AUTHORISHD CAPITAL \$3,000,000 SUBSCRIBED CAPITAL ... 2,750,000

PAID-UP CAPITAL 687,590 0 0 II. FIRE FUNDS 3,386,720 19 The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Agouta Hongkong, 27th April, 19 7. AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELLE,

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT BISKS against FIRE Current Rates.

REUTER, BROCKELMANN & CO., Hongkong, 21st April, 1897.

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE "BRAESIDE."

LARGE AND COMMODIOUS RESIDENCE standing in its own and otherwise as the Directors may prescribe. grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate, Apply to-Mrs. F. W. WATTS, "Braceide," 20, Macdonnell Road

(late of "Tang Yuen.") Hongkong, 27th June, 1905. PRIVATE BOARD AND RESIDENCE

TAT RS. GILLANDERS "CLAREMONT," 2 & 4, KENNEDY ROAD. Hongkong, 9th February, 1907.

TIEN TING. SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st Soptember, 1905

TO LET

TO LET. NTOS. 3 and 4, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Tennis Court and Electric Lights.

Apply to-ARRATOON V. APCAR & CO., 45. Wyndham Street. Hengkong, 2nd May, 1907.

TO LET.

66 TUNHEVED" 38, Robinson Road, or FOR SALE. Nos. 27 and 31, SEYMOUR ROAD. 4 New Houses in KENNEDY ROAD, near Wan Chai.

No. 90 & 91 GODOWN PRAYA EAST.

Apply to-SAM WANG CO., LTD., 81, Queen's Road Central. Hongkong, 13th November, 1906,

TO LET.

OND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

No. 38, CAINE ROAD. GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis No. 1, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to-LEIGH & ORANGE, 1. Des Voeux Road. Hongkong, 3rd May, 1907.

TO LET.

Possession FROM 18T APRIL NEXT. Semi-attached HOUSES. Nos. 13s and 13c, MACDONNELL ROAD, Each with 7 Rooms, Bath-Rooms, Kitchen, Servants' Quarter and Grass Tennis Court.

Apply to-CHUNG CHINAM. Yan On Marine & Fire Insurance Co., Ltd. Hongkong, 1st March, 1907.

TO LET ON LEASE. FROM 1ST JANUARY, 1907.

70S. 6, 8, 10, 12 and 14. HOLLYWOOD ROAD. Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.

ARRATOON V. APCAR & CO., 45. Wyndham Street. Hongkong, 24th October, 1906.

TO LET.

FROM 1ST JULY. ARGE AND SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9c and 10, PRAYA EAST, at present in the occupation of the Admiralty.

Apply to-HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st May, 1907.

TO LET.

MINAIR VIEW, No. 1, Robinson Road, cheerfully situated immediately below. Sir Paul Chater's mansion, containing Six Commodious Rooms with Verandahs and Large Halls, has a commanding view of the harbour, and is in the healthlest location and has a small

front Garden. Possession can be had from 1st June. Apply to-DAVID SASSOON & Co., LTD. Hougkong, 26th April, 1907.

TO LET. GROUND FLOOR of No. 4, Des Vœux Road including a Strong Room and servant's quarter.

ROOMS on Second Floor of VICTORIA Building, No. 5, Queen's Road Central, suitable for Offices. No. 3, Pedders Hill, comprising of 5 Rooms without houses, occupation from 1st proximo.

Apply to-DAVID SASSOON & Co. LTD. Hongkong, 26th April, 1907. TO LET.

OFFICES in King's Building and York A HOUSE in WONG NEI CHONG ROAD. GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit FLATS in MORSTON TERRACE. Apply to-THE HONGKONG LAND INVEST MENT & AGENCY CO., LTD.

Hongkong, 1st May, 1907. TO LET. IMMEDIATE POSSESSION.

NYO. 2, HOLLYWOOD ROAD, and No. 51. POTTINGER STREET. Apply to-ARRATOON V. APCAR & Co., 45, Wyndham Street.

TO BE LET OR SOLD. WITH POSSESSION FROM 1ST JUNE-IN WANCHAI ROAD. ODOWN, built of brick, with tiled roof, just thoroughly renaired, about 4000

Hougkong, 2nd March, 1907.

just thoroughly repaired, about 4000 square feet space, concrete flooring Sn table for storage of any kind of merchandise. Apply to-Care of " Daily Press " Office.

Hongkong, 3rd May, 1907. TO LET. . QUEEN'S GARDENS, PEAK ROAD.

TNFURNISHED a House in Queen's Gardens with fine View of the Harbour. Apply to-DENISON, RAM & GIBBS. Hongkong, 2nd May, 1907.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

ON SALE.

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of FROM 1893 TO 1905;

DEMAND DRAFTS ON BOMBAY

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information. PRICE: SI CASH. On Sale at the "DAILY PRESS" Office. or

Local Booksellers.

TO LET

TO LET.

66 CUMMER HOUSE" Mount Kellett, the PEAR, Partially Furnished. Possession from 1st April, 1907. Low Rent. Apply to-

PERCY SMITH & SETH, i, Quien a Road Central. Hongkong, 8th March, 1:07.

TO LET.

TO. I, WEST END TERRACE, Shameen. Canton. Apply to-

HONGKONG LAND INVESTMENT

& AGENCY CO., LD.

Hongkong, 1st May, 1907. TO LET.

NO. 28, LEIGHTON HILL ROAD. Immediate Possession. Immediate Possession. Apply to- THE COMPRADORE, Nippon Yusen Kaisha.

Hongkong, 4th February, 1907. TO LET.

IMMEDIATE POSSESSION. TATELLBURN, No. 81 the PEAK.

Apply to-JAVA-CHINA-JAPAN LIJN.

York Buildings. Hongkong, 22nd January, 1907.

TO LET. TOS. 3 & 5, CARNAVON VILLAS. Kowloon.

Apply to-HEWAN & Co., No. 15, Connaught Road, West. Hongkong, 1st May, 1907.

TO LET,

TATO. 21. CONNAUGHT ROAD CEN-TRAL suitable for Offices and Godown. Apply on the Premises.

Hongkong, 20th March, 1907.

Hongkong, 3rd January, 1907.

Apply to-

Apply to-

TO LET. FOUR-ROUMED HOUSES at Praya East, near East Point.

TO LET. HOUSE in KNUTSFORD TERRACE, KOWLOON.

JARDINE MATHESON & Co., LTD.

THE HONGKONG LAND. INVEST: MENT AND AGENCY CO., LD. Hougkong, 1st May, 1907. TO LET.

FFICES in ALEXANDRA BUILDINGS. Apply— SECRETARY, A. S. Watson & Co., Limited.

TO LET. NO. 5, "ORMSBY TERRACE," Granville Road. Low Rent.

SPANISH PROCURATION.

TO LET.

Hongkong, 23rd April, 1907.

Apply to-

Hongkong, 23rd April, 1907.

NTO. 2, MACDONNELL ROAD. Apply to— COMPRADORE'S DEPARTMENT, Nippon Yuson Kaisha. Hongkong, 3rd June, 1905.

AFFICES No. 6, ICE HOUSE Farrier: Centrally situated and within easy reach of the principal Banks and business

houses. Apply on the premises to-TATA & CO. Hongkong, 24th December, 1906.

TO LET. 66 A LENWOOD " CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms. This property would be divided into two or more houses to suit tenants. " SMALL BUNGALOW containing Furnished Room with Bathroom and Dressing Room, Kitchen, &c., Close to Barker Road,

Tram Station, Suitable for one or two bachelors." BEACONSFIELD ARCADE, Fine Shops Offices and Dwelling Rooms. No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor).

BELILIOS TERRACE HOUSES,

No. 1, COLLEGE GARDENS Furnished, and use of Piano. Immediate occupation till and of September, 1907. Cheap rent. No. 8, BELILIOS TERRACE, Corner House, 1st Row. Apply to-

LINSTEAD & DAVIS. 3rd Floor, Alexandra Buildings. Hongkong, 22nd March, 1907. TO LET.

NE OFFICE-ROOM on Second Floor PRINCE'S BUILDINGS. Apply to-REUTER, BROECKELMANN & Co.

Houghoug, 23rd April, 1967 TO LET.

ATO. 8 GRANVILLE AVENUE, KOW-

Apply to-

ROBINSON ROAD.

No. 3, ALBANY.

FINANCE CO., LD., Hongkong, 21st March, 1907:

HUMPHREYS ESTATE &

NTO. 6, LYEEMOON VILLAS, Kowloon, Possession from 1st March next, Five Rooms and Tennis Court. Rent \$125 per month including taxes.

"LYEEMOON" Apply to-Care of "Daily Press" Office. Hongkong, 21st January, 1907.

TO LET.

THE BRITISH CONSULAR SERVICE.

The changes in the constitution of the British

Consular Service which came into force on April

1st mark a distinct step forward in the organis-

alion of that body. Before describing these

changes, which are expected to have considerable

and far-reaching effects on commercial progress,

it may be useful to review, briefly, the recent

history of reform of the Consular Service. In

19.3 the Report of the Committee appointed by

the late Government to inquire into the con-

stitution of this Service, which was presented to

sarliament, advised the establishment of a com-

petitive examination, and also that successful

candidates should be required to work for is

short time in the Commercial Intelligence

Branch of the Board of Trade. These regula-

tions having been approved by the Treasury, the

the first examination under this scheme took

place in the summer of 19 6. It was felt at the

same time that a complete revision of the

Consular instructions was necessary the previous

resuled in 1893, having become obsolete. The

revision is a task of considerable magnitude and

is still propeeding, but it is hoped that the

volume will be issued within the next two or

three months. Consular officers, Lowever, were

circularised in April 1906 regarding changes in

the instructions, since to wait for the publication

of the whole revised volume would have entailed

a great deal of delay and inconvenience. But

the matters with which we are now concerned are

of more recent origin, and the most important

of them is a new system of Commercial

Attachés who will have their healquarters in

London and divide their time between special

investigations abroad in the interest of British

exporters, work in the Board of Trade or Com-

mercial Department of the Foreign Office, and

visits to manufacturing districts in the United

Kingdom, thus performing the duties, so to

speak, of commercial traveliers for the nation.

The Commercial Attaché will thus be able to

devote his whole time to extending his experi-

ence of home and foreign conditions, the mere routing portion of his present work being left to

others: The new system introduces the following

principal changes: The posts of Commercial

Agent in Switzerland, the United States, Russia,

and Central America are to be aboushed. The

present Commercial Agent in Ra sin is to be

made an Attache in Russia. The Attach

in Russia and the three now at Vienni

Berlin and Madrid are to have their

headquarters in London. The current commer-

cial work of the Diplomatic Missions is to be

Secretary in Charge of Commercial Affairs.

No change, however, is to be made in the

present arrangements at Paris, Paking, Tokyo

and Constantinople. With reference to Con-

suls, all future entrants to the service, after

competitive examination, will be required

to work for a few months in the Board

of Trade or the Commercial Department of

the Foreign Office. Many of us are doubtless

familiar with the often belated Consular report,

and it is satisfactory to note that in future all important commercial information will

promptly telegraphed to the Board of Traie,

is to be hoped, moreover, that more attention

may be given from time to time to the prepara-

tion of special reports on particular industries

and markets and the prospects for extending

trade in different lines in various parts of the

world. Altogether, the steps taken by Govern-

ment in the re-organisation of the Consular

Service are eminently practical, and is the words

of Lord Fitzmaurice, Foreign Under Secretary,

if there were active Consular officers abroad,

with, as we now had in the Board of Trade, a

well organised Intelligence Department, toge-

highest and most valuable commercial results."

APAN AND THE UNITED STATES.

From an official statement made by the

Foreign Office in Pokyo we are now in a position

clearly to comprehend the nature of the amend-

ment to which President Roosevelt was asked

to agree in respect of the Immigration Law;

and as practically it does not, as far as existing

information goes, involve any infringement of

Japanese Treaty rights it may be hoped that

the question has been permanently laid to rest.

First of all, it should be explained that the

Government of Tokyo had for years frowned

upon the emigration of labourers from Japan to

these portions of the United States, and while ot precisely probibiting it had nevertheless so

discountenanced it as to have rendered the

actual numbers of the class of emigrant

comparatively small. The Jupanese Govern-

ment chose entirely of its own accord to

restrict the outflow of emigration in the direc-

tion of California-the case of Texas was

somewhat different-though by Treaty the

right of entry was altogether incontestable.

The amendment to the Immigration Law which

President Roosevelt recently signed is designed

to prevent foreigners of all nationalities who

are the holders of paseports entitling them to

visit territory adjacent to but outside the

United States, or islands belonging to the

United States (Hawaii, the Philippine Archi-

pelago, &c.) or the lands affected by the

proposed Isthmian Canal, from using those

passports to enter United States territory

proper. This, of course, cuts at the root of

strenuously objected, namely, the inflar of

Japanese labourers into San Francisco from

carried on under the Superintendence of

BUSINESS DIRECTORY.

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MUMEYA, JAPANSSA ARTIST. Brumide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; Ho. SA, Queen's Road Contral.

PRINTING.

DAILY PRESS" OFFICE Proofs read by Englishmen.

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IRON MERCHANTS.

E. HING & Co.

DEALERS in Iron, Steel, Motals, Hard-ware, Muntz's Metal, Steel Boiler and ware, Muntz's Metal, Steel Boiler and Ship Plates, Pig-Iron. Coke and Gonoral Merchants. No. 25, Wing Wo Street (Lage from 171, Queen's Road to 168, Des Voeux Road Central) Telephone No. 613. Hongkong, 1st March, 1907.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY. 33, QUEEN'S ROAD CENTEAL. From the July-reity of Pennsylvania, J. J.A. Hongkong, 17th April, 1907.

> STORAGE. FOR COAL, TIMBER, &C.

THO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER,

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 DE PRAYA EAST. Approximate AREA 13,000 SQUARE FT. 989 YEARS LEASE. For Particulars, apply-GEO. FENWICK & Co., LTD.

Hongkong, 8th June, 1906. NOT RESPONSIBLE FOR DEBTS.

OTICE IS HEREBY GIVEN that neither the Captain of the H.S. "TWEEDSDALE" nor the undersigned are responsible for any debts contracted by her crew without proper Authority.

GILMAN & CO. Hongkong, 1st May, 1907.

BISHI GOSHI-KWAISHA

(MITSU BISHI CO.) COAL DEPARTMENT

MARUNO-UCHI, TOKIO: Cable Address "IWASAKI," which applies to all Branch Offices. Al ABC 5th Ed., Western Union Codets used All Letters Addressed

MANAGER, MITSU BISHI Co.. with name of place under. BRANCH ORVICES :-NAGASAKI, M IJI, KOBE, KARATSU

SHANGHAI, HONGKONG, & HANKOW. AGENCIES:-YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messes, GEARING & Co. MANILA: Mesars, MACONDEAY & Co.

SOLE PROPRIETORS of Takashima. Ochi, Shinnew, Namazuta and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the

best Buzen Coal. The Head and Branch Offices and the Agencies of the Company will receive any order for sale produced from the above Collieries.

T. MATSUKI, Manager, Hongkong. No. 2, Pedder Street.

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR 日歷英中年十五

FROM 1ST JANUARY, 1964 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3ED YEAR OF TUNG CHI TO THE 30TH YEAR OF KWANG SUI.

PRICE \$2 CASH.

Hongkong, 3rd October, 1906.

On sale at the Hongkong "Daily Press" OFFICE, or Agents in all the Ports of the Far East. The Book will be sent by Registered Post (free) ic any part of the World unrepresented by Agents on receipt of Money order.

ATHLETES & SELF-CONTROL Even the most famous athletes confess to experiencing a slight feeling of nervousness immediately before the commencement of a contest. Relating his impression of his triumphant encounter with Madrali, at Olympia, on April 28, 1905, the victor admits to a sensation of tense expectancy which is almost as distressing

as actual physical pain. Seemingly, a man in perfect training may suffer. defeat through a sudden and unaccountable loss of nervous control. It is an open secret that many athletes whose names are household words, take the precaution of keeping their nerves in good trim with a course of the well-known nerve tonic, Phosferine, so that they may be certain no mishap will befall them at a critical moment. Don't let there be any chance of mishap, take Phosferine, and you will find your nerves quite equal to any

EFFORT

"APOLLO" THE IDEAL ATHLETE

TELLS HOW TO AVOID WASTED EFFORT "APOLLO" writes:-"When I left South America, some six years ago, I had a bad attack of Sciatica, which left me prostrated and totally unfit. An agent of yours in Southport recommended Phosferine, and a lew bottles soon put me right again, since then I have used it for Neuralgia, and found it a real good thing. Over-training and sustained exertion tries one considerably, and for the weariness so induced, Phosferine is the only remedy that quickly pulls me round, especially have I found it give relief in the tired feeling, caused by depressing or hot weather. A good deal of brain work falls to my share in my journalistic work, and in this, Phosferine has for some years been a great friend to me; and, whenever I can, I always give it a good word, for it is a remedy that has never failed me "-June 6, 1906.

PHOSFERINE

The Greatest of all Tonics. A PROYEN REMEDY FOR

Backsche Laseitude Mental Exhaustion **Hauraldia** Premature Decay Rheumatism Nervous Dobility

"APOLLO"

Influence Headache Hysteria Paintness

THE ROYAL EXAMPLE Phosferine is used by the Royal Families of Europe, which, in plain language means that every user of Phosferine knows and feels that this famous Tonic is commended by the greatest living physicians.

Stomach Disorders

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The Remedy of Kings

Phosferine has been supplied by Royal Commands To the Royal Family. H.I.M. the Empress of Russia. H.M. the King of Greece. H.M. the Queen of Roumania, H.i.M. the Downger Empress of Russia, H.i.M. the Emperor of China And the Principal Royalty and Aristocracy throughout the world. Proprietors :- Ashton & Parsons, Ltd., La Belle Sauvage, London, England, Price in Great Britain, bottles, 1/24, 2/9 and 4.6. Sold by all Chemists, Stores, &c. .The 2/9 size contains nearly four times the 1/14 size.



contains the whole of the valuable stimulating and nourishing properties. of beef and is therefore of great value after acute illnesses of all kinds.

Whenever the appetite is poor try a cup of Bovere.

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EASTMAN KODAKS, CAMERAS FHOTOGRIAPHIC GOODS.

> PRICES MODERATE. A TACK & CO.,

26, DES VŒUX ROAD CENTRAL. Hongkong, 18th January, 1907. Mesers. D. J. KEYMER & Co. beg to offer their services as AGENTS IN ENGLAND. Established in 1844, they have a thorough knowledge of the

Markets, and experience of Exstern requirements. The heads of the Firm give personal supervision to all business, and with confidence invite those requiring RELIABLE AGENTS for purchase of goods, sale of produce, or other business, locatrust their interests to them. Machinery orders are attended to by an expert.

TELEGRAMS: . I, WHITEFRIARS STREET, ** KEYMER, LONDON." PILLS.

Cunliffe, The Piesser Experts

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to reside in Hawaii. As was mentioned in this column on Monday last, it was felt in Japan that, insamuch as President Roosevelt had found no difficulty in finally appending his signature to the amendment to the Immigration Bill, that amendment could scarcely be of a character to infringe Japan's rights, and the nature of the amendment now seems to be such as to amply support that contention. It is a change wich in no way Chemists and St rekeepers deprives Japan of rights that are to be regarded as of first-class importance, and the details will. it is anticipated by the leading organs of

Japanese opinion, be easily adjusted to the satisfaction of all parties. The actual text of the official statement issued by the Tokyo Foreign Office is as under (it is. Russell & Co. of course, based on a Japanese rendering of the American Government's enactment, now again rendered into English almost literally), and is 10 & 12, Place de la Bourse, is applicable to all foreigners:

"Whereas Foreign Governments have granted to their subjects travelling passports for voyage ing to countries outside the boundaries of the United States, also for the Island American Colonies, and also for lands in proximity to the Isthmina Canal, and the holders of the said passports have availed themselves thereof to proceed to the United States proper, the result being to the disadvantage of the working people (labourers) already dwelling in the said United States proper, the President hereby gives notice to those countries which as aforesaid now issue passports for countries outside the boundaries of the United States, for the American Island. Colonies, and for the lands in proximity to the Isthmian Canal, that in future the holders of such passports will be excluded from the United States proper."-Ez.

THE CHINESE MARITIME CUSTOMS.

The Times correspondent at Peking wired

Various innovations are being introduced in | declined to 12 but close with buyers at that the Maritime Customs, that service in whose continued officiency foreign bondholders are so deeply interested. It was natural that under the new regime opportunities should be given to educated Chinese to attain positions in their own Customs service which have been hitherto denied them. The promotion of Chinese to Yatung and elsewhere has been previously reported, and the policy thus established continues. A circular issued by Robert Hare ou. February 8 instructed al commissioners of Castoms to Chines : employes a larger share of the work hitherto confided to foreign members of the staff, both indoor and outdoor. Again, a circular just issued by Sir R. Hart repeats and emphasizes those instructions. As a result, the premotion of four more selected Chinese to positions hitherto held by foreigners is announced and others will follow. A school, long advocated, the headmastership of which has been offered to an Englishman, is being founded to train Chinese for Customs work, and graduates from this school will be drafted into ranks

hitherto only filled by foreigners. No one denies the ability of the Chinese to service. Among other reasons, the inveterate system of marketing rank and office requires that the Chinese complaye promoted in the Customs as in other Government Departments shall parchase corresponding rank, the price whereof is really a wil levied on his prospective earnings and he is thus tempted, if no compelled, to recoup himself at the cost of the service, this method of reimbursement or earichment not being condemned by the public

. In the higher posts of the Customs various goes on leave, while M. Roches, also a Franchmember of the Diplomatic staff to be designated man, becomes chief secretary. The development of Customs' respons h litter is always increasing, especially the wonderful extension of the Post Office and the constant opening of new ports in Manchuria and Chias proper. The Customs revenue continues satisfactory. For example, had the revenue from imported opium been abolished so recently as two years ogo the loss would already have

been belanced by the inoceased Customs revenue from other sources. Finally, as regards piracy in the Canton delta, it is hoped that arrangements will shortly beeffected whereby the delta waters shall be patroiled by a new flatilla of Chinese landones attached to the Maritime Customs at Canton. Meanwhile, it is satisfactory to record a marked improvement in the security of the Canton delta under the present Viceroy.

JOINT STOCK SHARES.

Messis. Vernou & Smyth say in their weekly share report dated Hongkong 4th May, 19 7. -A fair business has been transacted during the ther with active British manufacturers on the week, but rates, with few exceptions, have look out for business, then we might attain the continued to rule with an inclination to weakness, and the market closes a quiet one at quotations The weakness seems to be caused more by financial and market than by any other reasons. Many of our chief stocks have apparently touched a price at which profitable return to investors may reasonably be expected in the natural course. of things and in the return swing of the pendulum, the latter occurrence being generally looked upon as inevitable, in the not far distant

> Banks.- Hongkong and Shaughais have ruled rather weaker with small sales at 915. while the London rate has fallen to £104. Nationals have been placed in further small lots at 51, the market closing with buyers,

MARINE INSURANCES. - Unions continuing on offer during the week, have continued to rule week, and close with sellers at quotation and no sales to report. Yang tszes are still enquired fer at quotation, but shares are difficult to get and we have heard of no sales. The latter Company has declared a dividend of Tis. 12, and North Chinas one of \$24. We have nothing else to report under this heading.

FIRE INSURANCE SHARES. - Hongkongs have receded to 330 after a small suit at 331 Chinas continue neglected with sellers at 85. and no business to report.

SHIPPING -Hongkong, Canton and Mamos, after being in demand the whole of the week at 29% without beinging any shares on the murket close with sales and found buyers at 3) Indo-Chinas have found buyers during the week at 71. Douglases have been placed at 32. closing with further bayers at that rate. China and Maniles have declined to 16 without sales. Shell Transports have been done a 43/- locally, the practice to which the Californians and at slightly higher rates for Luadona's, the market closing with bayers at 45/-, and probably higher rates would be paid on an unconfirmed London quotation of 47/-. Star Honolula whose passports merely entitled them Ferries have sellers at quotations and close

without business REFINERIES. China Sugars continue in a small demand at 119, but holders still seem disinctined to part, and we have no business to

MINING,-Chinese Engineering have been in request, but shares are very scarce and we have heard of no sales. Raubs have ruled weaker and close at \$7, with sellers and no sales to report.

DOCKS. WHARVES, GODOWNS, &c.-Hongkong and Whampoa Docks have further receded, and after a few more sales in the early part of the week at 118, were placed at 117 and 116, the market closing with sellers at 115. Kowloss Wharves have found buyers at 85. but close with sellers at that rate. Shaughai Docks hive ruled very quite and close with FIRE VOLUME which consists of . 461 sellers at 84 cash, and at equivalent rates forward.

LANDS, HOTELS AND BUILDINGS .- Hong. kong Lands continued in demand in the early part of the week, and with no shares forthcoming the rate rose to 108 at which a fair number of shares changed hands. Later, however, with some settlement shares on the market, the rate weakened a little and shares were placed at 107k and 107; the market closes at 1074 with probable sellers. Kowloon Lands have been placed at 371 and 374, closing with sellers at the latter rate. Humphreys have found further small buyers at 11, closing with sellers at that rate. Shanghai Lands have improved to 103. West Points remain neglected.

COTTON MILLS .- The latest quotation from Shanghai for Ewos (by wire) is 62 buyers, a slight improvement on last week's closing quotation. The other quotations for Northern Mills | Daily Phess" Office.

are the latest by letter, no telegraphic quotations being to hand. Hongkongs close without business and with sellers at 111. MISCOLLANSOUS, -Chios Providents, Elec-

tries and Laundries have changed hands during the week at quotations and close steady. Peak Tramway : have improved to 12 with small sales and buyers, and Watkins to 41. Watsons have rate. We have nothing elas to report under this heading.

CHURCH SERVICES.

Sr. John's Cathebral Hongkong, -oth May, Sunday, 5th after Easter. Holy Communion (7.30) n.m.) Matina (11 a.m.) (Full Choir.) Responses, Festival; Venite, Pealus, of the 5th morning; l'e Deam, Baker in b': Bonedictus, Garrett in G: Anthem, "From all that Dwell,"-Walmisley; Holy Communion (12 aooa). Kycie, Stainer in E flat; Hymns, 160 and 197. Evensong (5.45 in) Resignates, Postivid; Psa me, of the 5th evening (Masfarren); Magnificat, Smart; Nucc Dimittis, Felton; Hymns, 193, 263, 144. (Tune 95).

PETER'S CHEROK, Quesn's Road, West .-Fifth Sun my after Easter. Morning Prayer 11 a.m. Venite, Barnby; To Daum, Oakeley; Benedictus, Goss; Hymns, 91, 485, 314 and 219. Kyrie Holy Communion 12.15. Evening Prayer .6.30. Magaificut, Crotch; Nune Dimittis, Barnby; Hymns, 97, 491, 346 and 16.

The Church launch, Dayspring, will call on ships carrying white crews, to being friends ashore to fill their new offices, nor questions the honesty the services, between 9.15 and 10.30 a.m., and in matters on side the department of the men between 5.15 and 6 p.m. (Kowloon Police Piec so appointed; yet the appointments, although 10.30 and 6), returning afterwards. The recognized as inevitable, ourse misgiving in the "Answering Pounant" is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books, etc., provided.

Sanday School 10 -10.45 a.m. Sr Annakw's, Kowloon, - (Robinson Road, near British School.) . Sandays ;-Holy Communion 1st Sanday in month at noon, 2al and 4th Sundays at Sa.m.; 3cd and 5th Sandays at 7 pain. Moraing Prayer and Seman at H a.m. Eccaing Pray wan I Sermon, at 6 p.m.; Children's Service (and Haptisms, if necessary) on 3rd Sundays, at 3 p.m.; Sunday School at 3 p.m. on remaining Sundays. Wednesday :- Short med Evening Prayer with adless, at 6 p.m.; Congregational transfers are aunounced. The commercial Practice of Hymns, &c. at 6 45. "Hymnal Comtreaty nagotiations at Shangbai having been panion" used and provided. All seats are free suspended, the bye commissioners who assisted after the communicum satof Service. Appropriated the Chinese negotiators are free to resum; sittings are reserved up to that time only Customs duly. Mr. aylor goes on leave; and Churchings before or after any of the services Mr. Hippisly comes to Peking to succeed as and Reptisms at special times, by appointment postal secretary the Frencaman; M. Piry, who with the chaptain. The Church is open daily until sugget, and can be used for Prayer and Meditation. ST. Justra's Causen, Garden Road (Roman

Catholic), Mass, Benediction and Sermon (in English at 10 a.m.



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ARRIVALS. CANTON MARU, Japanese str., 1,998, S. Hira.,

2nd May-Saigon 27th April, Rice and Flour- Wallem & Co. CHUN SANG, British str., 1,417, R. Cox. 2nd May-Swataw 1st May, General-Jardine,

Matheson & Co. EASTERN, British str., 2 271, W. G. McArthur, 2rd May-Sydney vir Australian Ports 10th April, General - Gibb, Livingston

Honston, German str. 1,203, A. Niejahr, 2nd May- Hongay 30th April, and Hollow let May, Coals and Pigs-Jebsen & Co. Hernand British str., 1,359, J. M. Hay, 3rd May, -Saigon 2: th April, Rice and General

-J rdine, Matheson & Co., Ltd. MATHILDE, German str., 831, N. Sobunemann Brd May Haiphong via Hollow 2nd May, General - Johson & Co.

MILKE MARIL Japanese str., 3,364, F. W. Hertor, 3rd May-Meji Sth April, Cost and Goods Nippen Yussen Kaisha. NAPSANG, British str., 2,591, P. H. Rolfe, 3rd May Calcutta, Penang and Singapore. 28th April, General - Jardine Matheson &

Sestio Maru, Japanese str., 1,818, T. Suruge. 3rd May Swatew 2nd May, General-- Osaka Shesson Kaisha. TAMING. British str., 1,25. A. W. Onterbridge. Brd May - Manila Soth April. General-Intterfield and Swire.

TATAL MARY, Japanese str., 1,948, H. Sern-

mine. 3rd. May -- Kobe 25th April, General no d Coal-Chinese. Ut.v. Norvegian str., 885, 3. Elderser, 3rd May Monra 29th April, Ballast Arnhold, Kicklerg & Co.

CLEARANCES.

3rd May. Bei Jedi, British str., for Nagasaki. Bornett, German str., for Sandakan. Chipshin y. British str., for Swatow. Doric, British str., for Shanghai. Hitachi Micro, Japanese str., for Yokohama. Holstein, German ste., for Swatow. Huncheur, British str., for Tientsin. Surgan, British str., for Haihow, Wuhn, British stt., for Hollo. Yang Moc. Corean str., for Kutchinotzu.

DEPARTURES. 3rd May. Amoy, German str., for Quinhon. Haichir g. British str., for Swatow. Hailan, French str., for Hollow. Hangeory, British str., for Canton. Honor, Preach str., for diniphong. Hinsang, British str., for Shanghai. Kwangler, Chinere str., for Shanghai. Quarte, German str., for Saigon. Rubi, British str., for Amov. Rhenaunt, Germen str., for Singapore. Yerimo More, Japanese str., for Java.

SPIPPING REPORTS. The British str. Taming reports: Light N.E. breeze and light swell, weather fine and clear. The Norwegian str. I'v reports: Fresh N. Eastly winds from the Pratas Refts, and the present port.

The Japanese str. Sosha Mara reports: E. N. Eastly Gentle wind and Racing weather. The British str. temporary reports: Fine generally, moderate Southly breezes to 2nd. the ree to port fresh N. E. wind heavy rain. Tre British str. Namen g reports: Light. variable wirds slight see line and clear weather to Latitude 18 degree 19; N. thence to Port Gentle S. E. winds moderate N. E. swell over east dull weather.

VESSELS IN DOCK

May 3rd. ABERDHEN DOCKS,-Kowtoen Docks, Sersogon, Tistaljap, Y Southa, Ha phong, Amiral Bearmont, Rene mone Anohen. COSMOPOLITAN DOCKS, - Dajhire. . .

VESSELS ON THE BERTH

FOR SHANGHAL YOKOHAMA, KOBE MOJI AND NAGASAKI.

THE Steamship

" ARRATOON APCAR," Captain A. Stewart, will be despatched for the above Ports TO-DAY, the 4th May, at 4 P.M., instead of as previously advertised. This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.

"For Freight or Passage, apply to DAVID SASSOON & CO. LTD., Agents. Hongkong, 3rd May, 1907.

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NOTICE.

TITHE Steamship

" SUI-SANO, will be despatched for SALINA CRUZ, MEXICO, VIA MOJI, JAPAN, TO DAY, tho 4th May, at 5 P.M. For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., LTD.

Hotel Mansion. Hongkong, 14th April, 1967.

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HE Steamship

"ARCADIA," Captain A. L. Valentini, carrying His Majestv's Mails, will be despatched from this for Bombay on SATURDAY, the 4th May at Noon, taking passengers and cargo for the above ports in connection with the Company's 8.8. " VICTORIA," 7,000 tons, from Colombo Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and

Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer_ proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA," due in London on 16th June, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E. A. HEWETT, Superintendent. Hongkong, 22nd April, 1907.

Vessels ADVERTISED

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

SECTIONS.

2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	PLAG & RIG	DERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &C., VIA USUAL PORTS OF CALL	ARCADIA	Brit. str. "		A. L. Valentini	P. & O. S. N. Co.	To don at Noon
MAPSFII LES, &c., TIA POBTE OF CATA	SALAZIE	Fren.str		Ailland	MESSAGERIES MARITIMES	To-day, at Noon. On 14th inst., at 1 Plat.
MARSEILLES, LONDON & ANTWERP	SUMATRA	Brit. str		E. W. Bruce	P. & O. S. N. Co.	About 8th inst.
MARSEILLES, HAVRE, COPENHAGEN, AC	DOROTHY	Dan. str	·	***************************************	Меценкия & Со.	About 10th inst.
MARSEII LES. HAVEE, ANTWERP & HAMBURG	SENEGAMBIA	Ger. str	k.w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 20th inst.
COPENHAGEN & RUSSIAN, SCANDINAVIAN PORT	8 PETRONIA				MELCHERS & Co.	About 15th June.
BFEMFN. VIA PORTS OF CALL	P. E. FRIEDRICH	Ger. str		E. Maichow	MELCHERS & Co.	On 8th inst., at Noon.
HATRE, BREMEN & HAMBURG VIA STRAITS, &C	BRISGAVIA	Ger. str	k.w.	Girstenbrau	HAMBURG-AMERIKA LINIE	On 17th inst.
HAVRE & HAMBURG VIA STRAITS, &c	SEGOVIA	Ger, str			HAMDURG-AMERIKA LINIE	On 14th June.
TRIESTE, &C. VIA SINGAFORE, &C	~	Aus. str		D. Mistrorigo	SANDER, WIELER & Co.	On 21st inst.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HOHENSTAUFEN	Ger. str		Jager	HAMBURG-AMERIKA LINIE	On 29th inst.
TURBAN	. Harrorous	Brit. str		Ketley	GIBB. LIVINGSTON & Co	About 15th inst.
NEW YORK	ERROLL	Am. str	-	1	DODWBLE & Co., LD.	On 16th inst.
NEW YORK	NULMAN PRINCE	Am. Str	19.0	Barrett	ARNHOLD, KARBERG & Co	About 12th June.
SAN FRANCISCO	APPALACHER			****** ***************	SHEWAN, TOMES & Co.	On 8th inst.
VANCOUVER VIA SHANGHAI JAPAN, Le	ATRENIAN	Brit. str	I m.		CANADIAN PACIFIC R. Co	To-day, at Nuon.
VANCOUVER TIA SHANGHAI JAPAN, &c	. EMPRESS OF INDIA.	Brit. str	2 m.	E. Beetham	CANADIAN PACIFIC R. Co	On 9th inst., at 4 P.M.
- VICTOPIA (F.C.) & TACOMA PIA JAPAN	SHAWNET	Am. str	_ ,	E. V. Roberts	CODWELL & Co., LTD.	Oa 8th inst.
CALLAO, IQUIQUE, VIA JAPAN FORTS, &c	Канато Маки	Jar. etr		*** * * * * * * * * * * * * * * * * * *		Middle of May.
SALINA CRUZ, MEXICO, NIA MOJI, JAPAN	SUISANG	Brit, etr	-	***********************		To-day, at 5 P.M.
ALSTRALIAN PORTS VIA MANILA	CRINGTO	Brit, str.	l m.	W. B. Brown	BUTTERFIELD & SWIRE	On 6th inst., at 4 P.M.
LAUSTRALIAN FORTS VIA MANTIA	PRINZ WALDEMAR	Ger. str	-	W. von Senden	MELCHERS & Co	On 23rd inst., at Noon,
YOKCHAMA & KOBE	ERINZ WALDEMAR.	Ger. str		W. von Senden	MELCHERS & Co.	To-day, at 10-A.M.
YOKOHAMA & KOBE	KITAL	Dan. str			MELCHERS & Co	About 20th June.
JAPAN	TJIPANAS	Dut. str	_	Pander	JAVA-CHINA-JAPAN LIFE	Quick despatch.
TEINGTAO, NAGASAKI & VLADIVOSTOCK	Kow1.00N	Ger. str		T. Stehr	HAMBURG-AMERIKA LINIE	On 7th inst.
CHINKIANG	CHINKIANG	Brit. str	lum.	Robertson	BUTTERFIELD & SWIRE	On 6th inst., at 1 r.m.
SHANGHAI, YOKOHAMA, KOBE, NOJI, &c	ARRATOON APCAR	Brit. str			DAVID SASSOON & Co., LD	To-day, at 4 P.M.
SHANGHAL	HANGSAKH	Brit. str		Spencer Wilde	JARDINE, MATHESON & Co., LD.	On 6th Inst., at 4-P.M.
SHANGHALA NEWCHWANG	KWEIYANG	Brit, str	1 m	Dowson	BUTTERFIELD & SWIRE	On 6th inst., at 4 P.M.
SHANGHAI VIA SWATOW, AMOY & FOOGHOW		Jap. str		T. Suruga	USAKA SHOSEN KAISHA	On 7tu inst., at 8 A.M.
SHANGHAI, CHINGWANGTOO, YOROHAMA & KOBI		Dan. Str	\ 		MELCHERS & Co.	About 7th inst,
SHANGHAL KOBE & YOKOHAMA	Stocvia	Ger. Str	k, w.	Schonfeldt	HAMBURG-AMERIKA LINIE	On 8th inst.
SHANGHAI, NAGASARI, KOBE & YOROHAMA	GREISENAU M.	Ger. str.	-	4. Balte	MELCHERS & Co.	About 8th inst.
SHANGHAL KOBE & YOROHAMA	C. FERD, LAIREZ	Ger. str	k. W.	**** *** ***	HAMBURG-AMERIKA LINIB	On luth inst.
EHANGHAI	SHACHSING	Brit, str	i m.	L. D. Northcombe	BUTTERFIELD & SWIED	On 10th inst., at 4 P.M.
SHANGHAT.	HANGCHOW	Brit. str	l m.	Mawley	BUTTERFIELD & SWIRE	On 10th inst, at 4 P.M.
SHANGHAL MOJI, KOBE & YORCHAMA	N UBIA	Brit. str."		F. J. Fox	P & O. S. N. Co	3 bout 11th inst.
SHANGHAI, YOKOHAMA & KOBE	SAN DOMINGO	Dan, str	-		MELCHERS & Co.	About 20th inst
TAMSUI VIA SWATOW & AMOY	JOSHIN MARU	Jap. str	distr	H. S. Smith	OSAKA SHOSEN KAISHA	To-morrow, at 9 A.M.
SWATOW & SHANGHAI	KIURIANG	Brit. str.	l in.	Wavell	SCTTERFIELD & SWIRE	On 6th icst., at 4 P.M.
MANILA	YUENSANG	Brit, str	, her	T: Metrick	JARDINE, MATHESON & Co. LD.	To-day, at 4 P.M.
MANILA	TAMING	Brit. str	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIEE	On 7th inst., at 4 P.M.
MANILA	ZAYINO	Brit. str	****	A. Fraser	SHEWAN, TOMES & Co	On 11th inst., at Noon.
MANDIA	Rubi	Brit, str:	<u> </u>	R. Almond	SHEWAN, TOMES & Co	On 18th inst., at Noon.
SINGAPORE, SAMARANG & SOURABAYA	FAUSANO	f Brit. str. 👑	And the second second	Malkin	JARDINE, MATHESON & CO., LD.	To-day at 3 P.M.
SINGAPORE, PENANG & CALCUSTA	NAMSANG	Brit, str	_	P. H. Relfe	JARDINE, MATHESON & Co., LD.	On 16th inst, at 3 P.M.
(EBU & ILOILO	KAIFONG	Brit. str	l m.	E. Finlayson	BUTTERFIELD & SWIEE	On Pith inst., at 4 P.M.
KUDAT & SANDAKAN	BORNEO	ijer, str.	-	F. Sembill	MELCHERS & Co.	Today, at 9 A.M.
BUMBAY VIA SINGAPORE & PENANG	Ischia	Ital. str ;		Dodero	CARLOWITZ & Co.	On 10th inst., at Noon.
	1	. !				
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1	· SORTECT	TO ALTERATION.		
1	DESTINATION	STEAMER B	DATE OF SAILING	
1	YOKUHAMA and KOBE	"SIAM"	About 7th May	
	MARSEILLES, HAVRE, COPEN- }	"DOROTHY"	Alout 10th May	
1.	MARSEILLES, HAVRE, COPEN HAGEN and BALTIC PORTS }	"SIAM" "	About 10th June	
1	SHANGHAI, YOKOHAMA and KOBE	"SAN DOMINGO".	About 20th May	
	COPENHAGEN and ST. PETERS.	"PETRONIA"	About 15th June	ų.
-	YOKOHAMA and KOBE	"KITAI"	About 20th June	
	For Further Particulars, apply to	MELCH	ERS & CO.	
į	Hongkong, 1st May, 1907.		AGENTS.	9



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CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tone.	CAPTAIN	POR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila,	On 11th May, Noon.
RUBI	25 Pr	R. W. Almond	Manile.	On 18th May, Noon.
For Freignt	or fassage	apply to		and the second s

Hongkong, 4th May 19 7:

SHEWAN, TOMES & CO., GENERAL MANAGER.



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK VIA PORTS AND SUEZ

CANAL

GENERAL AGENTS. .

ITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to SHEWAN TOMES & CO.,

Hongkong, 4th March, 1907.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). BTRAMEBB TO SAIL.

* SINGAPORE, SAMARANG and "FAUSANG"..... Saturday, 4th May, 3 P.M. * MANILA "YUENSANG" ... Saturday, 4th May, 4 P.M. + SHANGHAI "HAN - SANG" ... Monday, -6th May, 4-P.M. *SINGAPORE, PENANG & CALCUTTA "NAMSANG" ... Friday, 10th May, 3 P.M. * These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light,

† Taking Cargo on Through Bills of Lading to Chalco, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD. Hengkong, 4th May, 1907. GENERAL MANAGERS.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C. AND TACOMA

****	MOJI,	KOBE	AND Y	OKOHA	AMA.		
Steamers		Tons.	Captai	n.	1 1 1 1	Sailing	Date.
				W		. 1	

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					F C = 30	
	SHAWMUT	9,606 E.	V. Roberts	0	n 8th May	v
	TREMONT				-	
	· ·	*		1		

1 Cargo only:

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passangers. The large size of these vessels ensures steaditiess at ses. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

DODWELL & CO., LIMITED. .

Queen's Buildings. Hongkong, 4th March, 1907.

GENERAL AGENTS.

HAMBURG-AMERIKA PASSENGER SERVICE.

BY the new steamers, "Thenania," "Habsburg" and "Hohenstaufen." These steamers offer to the public the highest comfort jet estained in ocean travelling. They have very large cables, provided WITH ONLY LOWER BERTHS. The cabins are amidship and fitted with tans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PIYMCLTH homeward, at SCUTPAMPTON outward and at NAPLES in both directions.

an addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers. Returntickets issued at reduced rates available for two years. Throughtickets to be Lad to New York via Naples and Hamburg. HOMEWARD.

OUTWARD. FOR THE STRAITS COLOMBO, ADEN, FOR SHANGHAI, KOBE, YCKOHAMA. SUEZ, PORT SAID, NAPLES, SILESIA ... PLYMOUTH HAVRE, & HAMBURG ECANDIA 2nd July . 29th May HOHENSTAUFEN HABSBURG 1st August. SILESIA ... 12th July RHENANIA SCANDIA 1st September 9th August HABSBURG ... HOHENSTAUFEN ... 1st October

FREIGHT SERVICE. NEXT SAILINGS OUTWARD:

SEGOVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 8th May C. FERD. LAIESZ... FOR SHANGHAI, KOBE & YOKOHAMA ... 10th May AMBRIA FOR SHANGHAI, KOBE & YOKOHAMA ... 15th May NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN. Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COLENHAGEN, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste. Genoa, Ports in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS,

Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports. ... HARVE, BREMEN & HAMBURG ... MARSEILLES. HAVRE, ANTWERP & HAMBURG 20th May HOHENSTAUFEN. NAPLES, PLYMOUTH, HAVEE & HAMBURG ... 29th May SEGOVIA ... HAVRE, & HAMBURG 14th June

COAST CHEFOO SERVICE.

KOWLOON ... FOR TSINGTAO, NAGASAKI & VLADIVOSTOCK ... 7th May Freight and Passengers.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA.

PORE AND PENANG. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA. also VENICE and TRIESTE, all MEDITER. BANEAN, ADRIATIC, LEVANTINE and South American Ports up to Callao. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA.

VALENZA, ALICANTE, ALMERIA and

MALAGA.) THE Steamship

"ISCHIA," Captain Dodero, will be despatched as above on FRIDAY, the 10th inst., at Noon, At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents. Hongkong, 1st May, 1907

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.



" STEAM FOR SAIGON, SINGAPORE, BATAVIA. COLOMBO, AUSTRALIA, ADEN, EGYPT MARSEILLES, LONDON, HAVRE, BORDEAUX. MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamshi

"SALAZIE," Captain Ailland, will be despatched for MAR-SEILLES, on TUESDAY, the 14th May,

at 1 P.M. Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo. Cargo also booked for principal places in

Next sailings will be as follows: S.S. "TOURANE" 29th May. S.S. "OCEANIEN"... ... 11th June. S.S. "AUSTRALIEN" ... 25th June. SS. "CALEDONIEN" ... 9th July. S.S. "ERNEST SIMONS" ... 23rd July. G. DE CHAMPEAUX, Agent.

Hongkong, 1st May, 1907. SOUTH AFRICAN LINE.

FÖR DURBAN.

THE Steamship

"HELIOPOLIS." Captain Ketley, will be despatched as above on or about 15th May. For Freight, apply to

GIBB, LIVINGSTON & Co., Hongkong, 25th April, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE. Regular Steamship Service between Hongkong,

CALLAO and IQUIQUE via JAPAN PORTS. will be sent to Valparaiso if sufficient inducement. Steamers Tons To Sail.

"KASATO MARU" 6,100 ... Middle of May. GLENFARG" ... 4,000 ... Middle of July. Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat,

K. MATSDA, Manager,

York Puilding. Hongkong, 15th April, 1907.

(WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGRONG. FOR NEW YORK.

... ... 16th May S.S. "SHIMOSA" For Freight and further information, apply to

DODWELL & CO., LD., Agents. Congkong, 2nd May, 1907



AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPOPT, PENANG, COLOMBO, BOMPAL, KARACHI, AUEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the PRESIAN GULF, RED SEA, HLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

FIHE Company's Stramehip "TRIESTE," Captain Mistrorigo, will be despercited as above on or about THESDAY, the 21st inst. This Steamer has capital accommodation for passengers, electric light, and carries a doctor. For information as to Passage and Freight. apply to

SANDER, WIELER & Co., Agents. Prince's Buildings. Hongkong, 2nd May, 1907.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With Liberty to Call at the Malabar Coast.) HE Steamship

"NORMAN PRINCE," Captain Barrett, will be despatched for the above Ports on or about WEDNESDAY, the 12th June.

For Freight or Passage, apply to ARNHOLD KARBERG & Co.,

Agents. Hongkong, 26th April, 1907.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

			6,1,6	Y-	
FOR	****	STEAMERS			. 比底加 点及长用。
LONDON, &C., VIA USU	AL PORTS ARC	ADIAt. A. L. Valentini	·····}	Noon, 4th May	See Special Advertisement.
MARSEILLES, LON	DON and SUM	ATRA	}	About 8th May	Freight and Passage.
SHANGHAI. MOJI and YOKOHAMA.	, KOBE NUB	[A ot. F. J. Fox	}	Abou 11th May	Freight and Passage.
	Particulars, appl				

E. A. HEWETT, Superintendent

TO BAIL.

Hongkong: 3 tth April, 1907.

NAVIGATION CHINA LIMITED.

		R.L.M.Y.TIT IN 18-10.	
F 7 1 16	A. ****	+ "KIUKIANG"	On 6th May, 4 P.M.
S bra A TOW and S	HANGHAI	"CHINKIANG."	On 6th May, 4'P.M.
Carlotte Barrer		"CHINKING"	O del Man Cr. M
CHINKIANU			OT OUT THE PLEASE A STATE
SHANGHAI and	NEWCHWANG	IL II ZZZZZZZ	,
DE TANK	ABOANGA, PORT		Α
MANILA, CAL	TOUR TOTAL NO		
DARWINGTE	FURSDAY ISLAND,	ALE ROTTINGTH	On 6th May, 4 Pan.
COOKTOI	WN. CAIRNS, Y	+t "CHINGTU"	
COOKIN	P PERBANE.		,
TOWNSYLLL	E. BRISBANE,		
SYDNEY and	MELBOURNE	· "TAMING"	On 7th May, 4 P.M.
TATE A		TAMING	On 10th May, 4 P.M.
MACNILLAL TOTAL			A COLUMN TO A COLUMN TO THE CO
CEBU and ILOU	LO	· COTTA OTT STATES	On 10th May, 4 P.M.
GITA MIZITAL			
DI WALLS OF THE STREET		+ "HANGCHOW"	
SHANGHAL		· · · · · · · · · · · · · · · · · · ·	nodation offered by these
The second seconds	of Passongers is direc	sted to the superior accomm Electric Light. Unrivalled	Cable A duly cualified
- The ameum	Cit I therewhent with	Electric Light. Unrivalled	I SOIN TO GIRLY disputered
steamers, which at	te direct personance area.	MINTER 0	12
figure many and			12 Ohine Dowt.

+ Taking Cargo on through bills of lading to all Yangteze and Northern China Port. dutionou is carried. I Taking Cargo and Passengers at through rates or all New Zealand Ports and other

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND Australian Ports. AUSTRALIAN PORTS

For Freight or Passage, apply to-BUTTERFIELD & SWIRM. AGENTS

Hougkong, 4th May, 1867.

COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER It days Across the Pacific is the "EMPRESS LINE." Saving 5 to 10 days Onean Travel. 11 DAYS YOKOHAMA to VANCOUVER, 13 DAYS HONGKONG to VANCOUVER.

R.M.S. "ATHENIAN" "EMPRESS OF INDIA 6,000 "MONTEAGLE" 6,163	Tons	SUNDAY, 5th M. THURSDAY, 9th M. WEDNESDAY, 22nd M. THURSDAY, 6th J.	lay 25th May (sy 27th May (ay 15th June 10e 24th June
"MONTEAGLE" 6,163 "EMPRESS OF JAPAN" 6,000 "TARTAR" 4,425 "EMPRESS OF CHINA" 6,000	11 114	THURSDAY, 6th d' Wennesday, 19th J	MOS " Sace area

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

FINHE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail "Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14.500) tons register. The through transit to LIVERPOOL being 224 days from YOKOHAMA and 291 days from HONGKONG. via St. Lawrence £60; via New York £62. Hongkong to London, 1st Class

Intermediate on Steamers and 1st Class Railways... "ATHENIAN" merry Intermediate R.M.S. "MONTEAGLE," "TARTAR" and passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Nava) Military, Diplomatic, and Civil Services, and to European Officials in the Service of China

For turther intermation, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

THE CO.'S S.S.

LHAVING

TO SAIL.

Saturday, 4th

SUNDAY, 5th May, "JOSHIN MARU" * TAMSUI VIA SWATOW Capt. H. S. SMITH at 9 A.M. AND AMOY TUESDAY, 7th May, "SOSHU MARU" + SHANGHAI VIA SWATOW, Capt. T. SURUGA

* These Steamers have excellent accommodation for First and Second Class Passengers, and THE Steamship are fitted throughout with electric light. First-class Saloon Amidships, Unrivalled Table. † Taking Cargo on through Bills of Lading to all Yangtere and Northern China Ports. For Freight, Passage, and further luformation, apply at the Company's local Branch Office at Second Floor, No. I, Queen's Buildings.

Houghoug, 4th May, 1907.

KUDAT and SANDAKAN ...

AMOY AND FOOCHOW

T. ARIMA, Manager,

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN LINES.

STEAMERS

"BORNEO"

KUDAT and SANDAKAN	Capt. F. SEMBILL	May, at 9 A.M
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. von Senden	Saturday, 4th May, at 10 A.M.
SOUTHAMPION, ANTWERP	PRINZ EITEL FRIEDRICHT Capt. E. MALCHOW	Weinesday, 8th May, at Noon.
BHANGHAI, NAGASAKI, KOBE)	"GNEISENAU" Capt. G. BALTE	About Wed'day Sth May.
MANILA, NEV GUINEA, BRIS.) BANE, SYDJEY & MELBOURNE	"PRINZ WALDEMAR" Capt. W. von SENDEN	Thursday, 23rd May, at Noon.
For Arther Particulars, apply	to	

NORDDEUTSCHER LLOYD,

GENERAL AGENTS, HONGKONG & CHINA. Hongkong, 3th April, 1907.

MELCHERS & CO.,

SABANG BAY STATION. POELOE WEH. NORTH SUMATRA.

CABLE ADDRESS:-"HARCOAL" SABANG OR AMSTERDAM. General Agent-G. A. WITT, London, E.C., Coaling Agents-HALL BLYTH & Co., London, E.C. Favourably situated at the entrance to the Straits of Malacca for all steamers from and

to the Straits, China, Japan, India, Europe, United States, South Africa, etc. BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL. No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT. FRESH WATER and ICE, SHIP'S STORES and PROVIDIONS at Moderate Prices. FLOATING DOCK available for Steamers up to 3,00 tons' displacement and workshop

JAVA-CHINA-JAPAN LIJN,

YORK BUILDINGS.

THE P. & O. S. N. Co.'s Steamer

This vessel brings on Cargo:

Goods are lauded

will be subject to rent.

any case whatever.

left the Godowns.

may be obtained.

to reut.

undersigned.

DAY: the 2nd inst., at NOON.

examined on the 9th inst., at 9.30 A.M.

No Fire Baurance will be effected.

NORDDEUTSCHER LLOYD,

Agents.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP.

LONDON, COLOMBO AND

SINGAPORE.

"HITACHI MARU,"

of Cargo are hereby informed that their

Goods, with the exception of plate cuttings,

in the Hongkong and Kowloon Wharf and

Goods not cleared by the 9th inst. will be

All ship-damaged packages must be left in

NIPPON YUSEN KAISHA

the Godown, and Notice of same sent to this

Office before the 12th igst, or Claims in

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI"

FROM ANTWERP, LONDON AND

STRAITS

CONSIGNEES of Cargo are bereby

informed that all Goods are being landed

bazardous Godowns of the Hongkong and

No Claims will be admitted after the Goods

All Claims against the Steamer must be pre-

All broken, chafed, and damaged Goods are

to be left in the Godowas, where they will be

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,

MAIL TABLES

FOR 1907.

to Europe and America, and the dates of their

expected arrival at their destinations, as well as

Mounted on Card 30 Cents

On Sale at the Hongkong Daily Press Office.

On Paper ... 20

Hongkong, 26th January, 1907.

Shows the dates of departure of the Mails

Agents.

sented to the Undersigned on or before the

have left the Godowns, and all Goods undelivered

after the 9th inst. will be subject to rent.

16th just,, or they will not be recognized.

examined on the 9th just., at 11 A.M.

Hongkong, 2nd May, 1907.

the dates of return Mails.

No Fire Insurance will be effected.

connection therewith will not be recognised.

Hongkong, 2nd May, 1907.

MELCHERS & Co.,

inst., or they will not be recognised.

Hongkong, 2nd May, 1907.

THE Company's Steamship

the Goods are landed.

NOON, TO-DAY.

subject to rent.

obtained.

Hongkong, 2nd May, 1907.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

"DEVANHA,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

cessel are hereby informed that their Goods are

Hongkong and Kowloon Wharf and Godown

From London, &c., ex s.s. "Mongolia."

B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 8th inst., at '4 P.M.,

which date they cannot be recognized. No

IMPERIAL GERMAN MAIL LINE.

NUTICE TO CONSIGNEES.

"PRINZ WALDEMAR,"

and/or extra bazardous Godowns of the Hong-

E. A. HEWETT,

Superintendent.

For further particulars apply to the Agents at Hongkong, Hongkong, lat December, 1906,

fitted for any ordinary repairs.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES. FROM ANTWERP, LONDON AND

STRAITS.

FITHE Steamship

"FLINTSHIRE," Captain E. C. Cundy, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees

risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the .7th inst. will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents "Shire" Line. Houghong, 1st May, 1907.

S.S. "TOURANE," COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE. CONSIGNEES of Cargo from Loudon ex s.s. "Charente" form Havre ex s.s. "Charente" from Bordeaux ex s.s. "Saghalien" connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the THE Steamship hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless

intimation is received from the Consignees, before requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 7th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th May, or they will not be recognized. All damaged packages will be examined on TUESDAY, the 7th May, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX.

Hongkong, 30th April, 1907. HAMBURG-AMERIKA LINIE.

FIRE H.A.L. Steamship

"HOHENSTAUFEN," Captain Jüger, having arrived, Consigness of Cargo are bereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given To-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 7th May, will be subject All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 6th May, at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 30th April, 1907.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO' ANTWERP, LONDON AND STRAITS.

"GLENAVON," baying arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed AT THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. Goods not cleared by the 8th inst., will be

subject to rent. No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival. McGREGOR BROS. & GOW. Hongkong, 1st May, 1907.

WISITORS TO CANTON. Should purchase FROM HONGKONG TO CANTON. BY THE PEARL RIVER."

CAPTAIN C. V. LLOYD (s.s. " HANKOW". With Illustrations, Maps and Plans. Price \$1.99

On Sale at-Hongkong: "DAILY PRESS" Office. Messrs. KELLY & WALSH. Messrs. W. Brewer & Co. Messie, A. S. Watson & Co. Canton: Hongkong, 4th October, 1903.

SHIPPING IN PORT.

Angeln, German str., 1,001, Chr. Kumpel, 26th April-Bangkok 17th April, Rice-Butterfield & Swire. ARCADIA, British str., 3,514. A. L. Valentini.

2nd May-Shanghai 30th April, Mails and General -P. &. O. S. N. Co. ABBATOON APCAR, British str., 2,931; A.

Stewart, 30th April - Calcutta and Straits 13th April, General -David, Sassoon & Co., Ld.

ATHENIAN, British str., 2.440, A. Hooper, 1st May,-Vancouver (B.C.) 27th March, General-C. P. R. Co.

BENLEDI, British str., 2,509, Potter 2nd May -London 16th March, Geceral-Order. BORNEO, German str., 1,344, Sembill, 26th April - Sandakan 20th April, Timber -Melchers & Co.

CAMETA, Belgian str., 2,903, W. C. Steele, 29th Apri - Foochow 27th April, General-Gibb Livingston & Co.

CHINKIANG, British str., 1,229, Robertson, 22nd April-Baigon 18th April, Hico-Butterfield & Swire. CHIPSHING, British str., 1,199; Frank Mooney,

27th April - lientsin 22ad April, General -Jardine, Matheson & Co. being landed and piaced AT THEIR RISK in the COPTIC, British str., 2,744, A. Dixon, 30th Apl. San Francisco 2nd April, Mails and

Company's Godowns at Kowloon, where each General O. & O. Co. consignment will be sorted out Mark by Mark DERWENT, British str., 1.562, John Jenkins, and delivery can be obtained as soon as the 1st May-Suigon 27th April, Rice and General - Chinese.

DEVANHA, British str., 4,785, J. D. Andrews, Kersaint, gunbout, 1250 tons, 6 guns, 2200 h.p.; 2ud May .- Bombay 17th April, Mails and From Persian Galf ex B. I. S. N. & General -P. & O. S. N. Co. DEVAMONGSE, Germin str., 1,058, T.V. Bruhn. Optional Goods will be landed here unless

: With April - Bangkok 22ad April, Riceinstructions are given to the contrary before Butterfield & Swire. Donic. British str., 4,975, Harry Gaukroger, 27th April - Manita 25th April, Mails

No Fire Insurance will be effected by me in & General-O. & O. S. N. Co. EMPRESS OF INDIA, British str., 3,032, E. Damaged packages must be left in the Go-Beetham, 8th April - Vanconver B. C. 19th down for examination by the Consignee's and Marc t. Fleur and General -C. P. R. Co. the Company's representative at an appointed hour. All Claims must be presented within | Fausano, British str., 1,410, Malkin. 30th April Swalow 29th April, Jardine, ten days of the steamer's arrival here, after

Matheson & Co. Claims will be admitted after the Goods have GERMANIA, Derman str., 1,000, H. Fliges, 24th April-Sydney 4th April, Copra-Siemssen

GLENAVON, British str., 2,728, Woolfinden, 1st May Singapore 26th April, General-Order. ANGSANG, British str., 1,459. S. Wilde, 2nd NURDDEUTSTHER LLOYD, BREMEN. May-Shanghai and Swatow 1st May General-Jardine, Matheson & Co. HITACHI MARU, Japanese str. 4,164, Wm.

Townsend, let May-London via ringspore 26th April, General - Nippon Yusen Kaisha. HOHENSTAUFEN, German str., 3,075, F. Jacger, Soth April - Humburg and Singapore 21st baving arrived, Consignees of Cargo are hereby March. General . Il imburg-Amerika informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous | H J. CHOW, British str., 1,217, E. Forsyth, 28 h April - Tien'sin 22ad April, General-Batterfield & Swire. kong and Kowloon Wharf & Godown Company, OBBIN MARU, Japanese str., 702, H. S. Smith, Ltd., Kowloon, or West Point, whence delivery

2nd May - l'amsui 28th Apr.l. General-Osaka Shosen Kaisha. Optional Cargo will be forwarded unless KILKERRAN, British str. 2,433, T. Smith, 27th notice to the contrary be given before THURS-April - Autwern 12 h March, General -No Claims will be admitted after the Goods M. M. & Co. KIOTEI MARU Japanese str., 1,495, S. Sonaka.

have left the Godowns, and all Goods remaining 3)th April Saigna Rice, Peddy & Cotton undelivered after the 9th just, will be subject Fukusei & Co. KIURIANG, B itish str., 1,208, Wevell, 1st All broken, chafed, and damaged Goods are May Shanghai 20th April, General to be left in the Godowns, where they will be

Butterfield & Swira. Kowboon: German ste., 2,325, H. Stehr, 29th All Claims must reach as before the 16th April Moreran (Japan) 21st April, Coals Hamburg Amerika Linie/ Kwery and British str., 1949, Dowson, 34h Bills of Lading will be countersigned by the April-Newellwanz and Chefoo 25 h April,

General-Buttarfield & Swire. LARSTES, Bettish str., J. 40, J. Jackson, 20th April - Saigna 16th April, General -

LOYAL, Germansic, 1.2 7, Natzins, 2n1 May -Bangkok Miller poil, Rice-Bander, Wisler

MINNESOTA. American str., 13,323; Charles Austin, 1st May, -Seattle 1st April, Mails, and General Nippon Yusen Kaisha. NORSEMAN. British yacht, 163, A. S. Gibb. R.N. E. 24th April - Kobe 18th April. OMURO MARU Mapanese str., 1.779, A. Komatsu,

23rd April-Saigon underided, Rice-Wallen & Co. PHU-YEV. French str., 1,799, Boulsson, 30th baying arrived from the above Ports, Consignees April - Saigon 26th April, Rica -

Bradley & Co. PRINZ WALDRAUE, German str., 1,737, W. von are being landed and placed at their risk Senden, 2nd May-Sylney, 10th April, Genera - Melchera & Co.

Godown Company's Godown at Kowloon, where PROMETHRUS, British str., 3.593, G. Moir, 1st each consignment will be sorted out mark by May- Singapore 26th April, General ... mark and delivery can be obtained as soon as Butter Gold & Swice. PROVIDENCE. Normagian str., 693, C. Corne. Optional Goods will be carried on unless inlinsen, 28th April -- Haiphong and Hoihow structions are given to the contrary before

25th April, General -- A. R. Marty. SAMSEN, German str., 903, F. Schmatz, 12946 April-Bingkok 21st April, Rice & Wood ... Butterfield & Swire Singan, British str., 1.046. Jameson, 24th April

-Shanghai and Ningpo 21st April, General -Butterfield & Swire. Suis No. British str., 1.769 W. E. Sawer. 27th April-Saigon 23rd April, Rice-

TERTYO MART, Jap. str., 3,500; N. Kabavashi. 26th April-Moji 20th April, Coal-Osaka Shosen Kaisha. TWEEDSDALE, British str., 1.473, W. Hasterood

Roberts, 27th April-Fremontle Island 23rd Feb., Laudalwood-Gilman & Co. Wono, British s'r., 1.217, Coran, 29th April -Saigon 26th April, Rica-Batterfield &

at their risk into the hazardous and/or extra KANG MOD, Corean str., 3,637, K. Fujisa, 30th April-Kachinotza 25th April, Coal-Kowloon Wharf and Godown Co, Ld., whence Mitsui Bussan Kaisha. and/or from the wharves delivery may be YINGARI, Bett. str., 2,464, T. C. N. Thompson,

R.N.R. 27th April-Xmal Island 17th April, Phosphated-Bradley & Co. Youngand, British B'r., 1,500, Meyrick, 29th April-Manila 26th April, General Jardine, Matheson & Co.

> " THE EAST OF ASIA." (Published Quarterly.)

CONTAINING Articles of Special Interest Profusely Illustrated, descriptive of the people, customs, &c., of the Far East.

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MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN. Kaiser Franz Josef I. Austrian cruiser, 4:309, Capt. Fordinand Bublay, 12th April-Singapore 6th April.

Allouette, river gunboat, Lieut, Millet, Cochin-

Argus, gunboat, 123 tons, -- guns, 500 h.p., Lieut. Jeannel, Canton

Caronade, gunboat, Lieut. Kerchael, Saigon D'Assas, cruiser 4,000 tons, 31 guns, 9500 h.p. Com. - Baie d'Along Decidée, gunboat 645 tons, 10 guns, 1,000 h.p.,

Lieut. Comdr. L'Eost, Haiphong D'Entrecasteaux, French cruiser, 8,000, Capt. Tracau, Hongkong Descartes, cruiser, 3985 tons, 14 guns, 5500 h.p.

Commander Amet, Baie D'Along Dupetit Thouars, armoured cruiser, 10,014 tons. Capt. Passerat de Silans, Saigon Esturgeon, submarine, Saigon

Francisque, destroyer, 330 tons, 7 guns, 6300 h.p., Lieut, Garreau, Hongkong Gueydon, cruiser, 9500 tons, 36 guns, 20,200 h.p., Captain Ridour, Saigon

Guichen, protected cruiser, flagship of Rear Admiral Boisse, Captain Tracon, Saigon Henri Riviere, gunboat, Lieut, Portier, Haiphong Jacquin, river gunboat, Licut, Le Corolle

Aunam-Tonkin, reserve Javeline, destroyer, 330 tons, 7 gans, 300 h.p., Lieut. Sagos - Duvauroux, Saigon

Comdr. Simon, Saigon Lypx, submarine, Lieut, Armbruster, Saigon Montealm, cruiser (Flagship of Vice-Admiral Richard, Commander in Chief), 9700 tons, 12 guns, 19,600 b,p., Capt, Martel Mousquet, destroyer, Lieut, Duchemin, Baie

d'Along Olry, gunbont, Lieut Grellier, Yangtee Polho, gunboat, Lieut, Marchand, Tongku

Perle, submarine, Saigon Pistolet, destroyer, Lieut, de Reinach-Werth, Baie d'Along

Protée, submarine, Lieut, Glorieux, Suigon Rapier, destroyer, 330 tons, Lieut, Vincent de Brichignac, Saigon Redoutable, bittleship, (in reserve) 9437 tons, 8 guns, 6071 h.p., Rear Admiral de Marolles,

Sabre, destroyer, 330 tous, Lieut. Malliez, Hongkong Styr, armoured gunboat, 1796 tons, 10 guns, 1700 h.p., Lieut. Duc. Saigon Surprise, gunboat, 629 tons, 2 guns, 900 h.p.

Lieut Roque Haiphong Takiang, gunboat, Yangteze Takou, destroyer, Com. Terquem, Saigon Vanban, torp-do-depot (reserve), 6150 tons, 23 guns, 4560 h.p., Lieut. Hongay Vigilants, gunboat, 123 tons, 7 guns, 500 h.p.,

Furst Bismarck, (flagship), 11,000 tops, 36 guns, 14,000 h.p., Kontre-Admiral Breusing.

Lieut, Brugnon, Canton

Tsingtau Iltis, gunboat, 1000 tous, 10 guns, 1300 hp., Captain Kiisel Jiguar, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Kloebe, Yangtse Losipzig, cruiser, Commandant, von Rothkerch

Luchs, gunboat, 850 tons, 10 guns, 1344 h.p., Communder Hartog Niche, cruiser, Commander Witschel

Thetis, cruiser, 2660 tons, 24 guns, 8000 h.p., Captain Glatzel Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Commander V. Abeken Tsingtau, ganboat, 170 tons, 5 gans, 1300 h.p.,

Lieut, Brehmer Vaterland, gunboat, Lieut. Toussaint Vorwarts, gunboat, - tons, 3 guns, 500 h.p., Lieut, de Sposseti

ITALIAN, Marco Pole, cruiser, 3,600 tons, Capt. Constautino Verde

PORTUGUESM. Rio Lima, cruiser, 720, tons, 7 guns, Macso. Asko'd, Russian cruiser, 6,500, Glislan, 4th

April-Sagon 3rd April. UNITED STATES. Aincumati, U.S. cruiser, 3,800, Commande_ Quinty, 26th April - Cairte P.I. 21th April Colorado, armoured cruiser, Captain Sidney A.

Maryland, armoured cruise, Captain John R. Pennsylvania, armonred cruiser, Capt. Thomas

West Virginia, armoured cruiser, (flagship of El ar Admiral Brownson), Capt. Comvay H. Arnold:

NOTICE TO KOWLOON RESIDENTS

XTRA COPIES of Daily Frees are on STALL Mr. H. BUTTONJEE'S KOWLOON STORE, No. 36, Elgin Rould Mr. AH YAU'S FERRY WHARF STALL. Hongkong, 22nd December, 1903.

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or Colloquial Chinese.

TO-DAY. Sale, Household Furniture, "Cragside," 130, Barker Road, the Peak, Messrs, Hughes & Hough, 2.30 p.m.	Chinese Daily Press), PUBLISHED DAILY,
OPIUM. May 3rd	Is the oldest and still immeasurably the beam medium for Advertising among the
Quotations are:-	Native Community.
Malwa New \$860 per pioul.	Established for nearly FIFTY YEARS
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Patna New 1935 per chest.	or from the different Agents.
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JOINT STOOK SHARES

JOINT ST	OOK 8	HARES.
Hongkong, May 3rd		
COMPART.	PAID UP	QUOTATIONS.
Albambra	Pa. 200	\$120.
Banks-	1	41
Hongkong & S'hai.	, ,	\$915, sales & su London 104
National B, of Chin	A 26	\$51, salos
Bell's Aebestos E. A.,	12s. 6d.	\$7, sellers
China-Borneo Co China Light & P. Co China Provident	\$10	191, sellers 17, sellers . 19, sales & sel.
Cotton Mills— Ewo	Tle. 75 Tls. 100	Tls. 52, buyers \$11½, sellers Tls. 52. Tls. 75. Tls. 370.
Dairy Farm		\$151, buyers
10.2		
Docks and Wharves- H. & K. Wharf & (H. & W. Dock, New Amoy Dock, Shanghai Dock, Shai & H. Wharf.	\$50 \$50 \$50 \$81 17a, 160	\$85, sales & sel \$115; sellers \$114. Th. 84, sellers
N	1	Tle. 217.
Fenwick & Co., Geo.	\$25	\$15, sellurs
Green Island Comen	t. \$10	\$18, sellers
Hongkong & C. Gas. Hongkong Electric Hongkong Hote Co Hongkong Ice Co Hongkong Ecpe Co.	\$10 \$50 \$25	
Insurances -	\$10	1
Centor		12821, sellers
China Fire	1 1	\$85, sellers
China Traders Hongkong Five North China	\$50	\$330, Bellers
Union Yangtaze	\$100	\$770, sellers
Land and Building- HongkongLandin Humpbrey's Esta Kowloon Land &	17. \$100 650 \$10	\$1.074 \$11, sales & s
Shanghai Land	§ Tto. 50	7.

Shanghai Land... Tto. 50 Tls. 10%. WestPoint Building \$50 | \$40, sellers 18/10 - 37, sellers

Mining-Charbonnage. Fee. 250 | \$450, buyers Kaubs Feak Tramways \$10 \$12, sales & buy. Philippine Co. \$10 | \$6. Refigeries-China Sugar \$100 | \$115, buyers \$100 | \$21, Hellers Luzon Sugar Steamship Companies China and Manila... \$25 | \$16, sellers \$50 | \$35, sales & buy Dengias Steamship. H. Canton & M..... \$15 | 130, sales £10 \$71, 8alis Indo-China S.N. Co. Shell Transport Co **£1** : 45 - buyers

\$10 ! \$30, sellers Star Ferry..... \$5 | \$195, sellers Do. New £25 \$25. South China M. Post. Kow oou Steam Laundry Co ... \$5 | \$7, Bales Stores & Dispensaries Campbell, M. & Co \$10 | \$20, sellers \$10 | \$8, sellers Powell & Co., Wm. Watkins..... \$10 | \$44, buyers \$10 \$12, sales & buy. Watson & Co., A. S. \$4 \$10, buyers United Asbestos Do. Founders ... \$10 \$156, Union Waterboat Co. \$10 | \$11, buyers

VERNON & SMYTH.

COMMERCIAL.

CLOSING QUOTATIONS.

May 3rd. Telegraphic Transfer

Bank Bills, on demand, $\frac{2}{1}$ Bank Bills, at 30 days sight $\frac{2}{1}$ Bank Bills, at 4 months sight ... 2/14 On PARIS. Credits, at 4 months' sight 2725 R GERMANT,-On demand OR NEW YORK. R BOMBAT.) E CALCUTTA-

OH BRANGHAL HO Bank, at might ON YOROHAMA -- On demand 104 ON MANILA.-On demand-Pesos.-104 ON BINGAFORE.-On demand 10 p.c.pm. EOVERBIGNS, Bank's Buying Rate .. \$9.35 GOLD LEAF, 100 fine, per tael \$48.8)

> HONGKONG TIDE TABLE, From May 4th to 10th, 1907 ..

To ecreet Zone Time add 23 min, and 18 sec.

HIGH WATER LOW WATER Tues. 7 m 7 3 4 8 | n 1 3 4 3 5 m 1 13 1 46 a m 1 37 Prl. | 10 | m 829

HONGKONG METEOROLOGICAL REGISTER. Hongkong Observatory, May Sid. Previous Day: On Date at ID a.m. st 4 p.m. 29.97 29.89 Barometer Temperature ...

Weather Highest open air Temperature on 2nd 71 Lowest open air Temperature on 2nd 68

ENE

Humidity

Wind Direction

Force ...

VESSELS EXPECTED.

THE CANADIAN MAIL. The C.P.R. str. Monteagle urrived Shanghai on Monday, 29th ult., at 3 a.m., and left again at 4 a.m. Wednesday, for Hongkong where she is due to-day, at 6 a.m.

THE GERMAN MAIL. The L.G.M. str. P. E. Friedrich left Kobe via Nagasaki and Shanghai on Sunday, the 28th ult., p.m., and may be expected here on or about 7th May.

The I.G.M. str. Gneisenau carrying the German Mails with dates from Berlin of the 9th nit., left Colombo on Sunday, the 28th

Thursday, the 9th of May, a.m. MERCHANT STRAMBES. The East Asiatic Co.'s str. Siam left Sabang on Saturday, the 27th ult., and may be expected here on or about the 6th May.

ult., p.m. and may be expected here on or about

The N.Y.K. str. Tenshin Maru (Bombay Line, left Singapore for this port on the 30th ult., and is expected here on 6th May. The N.G.I. str. Ischia left Singapore for this

or about the 6th May. The A. O. Linestr. Yeddo from New York left Singapore on 30th ult., and is expected to arrive here on Tuesday, the 7th May

port on 29th ult., and may be expected here on

The T.K Kistr, Hongkong Maru will sail from Yokohama on the 1st May, and will therefore be due at this port on the 10th May.

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SHIPPERS

AGENTS LANE, CRAWFORD & CO. HONGKONG

STEAMERS PASSED THE CANAL. April 5th - Hitacki Maru, Prometheus, Hohenstarfen, Sombia, Siam, Tourane, Gibraltar, Sandonhall. 9th - Indragamha; Teopao. 12th-Alesia, Nubia, Segovia. 15th-Benlomond. Cardicanshire. Macedonia. 19th-Achilles, Gneisenau, Oceanien, Scandia, Henty, Miss McNicol, Messra Seal, T. Play. Kanagawa Maru. 23rd-Braemar, Kintuck, ford, A. H. Warner, T. Harde, B. Barnett, S. Monmouthshire, Tencer, Haintsieh. :6th-C. Ferd. Laciez, Ernest Simons, Manila, Slatter, D. Stewart, and H. E Cox; for Kobe, Montgomeryshire, Socotro: Teenkai, Aberlour, Messrs. R. Sturt, W. E. Iolle, and E. C. Hyson. 30th-Scharnhorst.

ARRIVALS AT HOME. May lst-Bingo Maru, Austrio, Moyune, T. Brown.

HIS BRITANNIC MAJESTY'S SHIPS. IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns. 3.000 h.p., Comdr. E. La T. Leatham, Hongkong Astraes, 2nd class pruiser, 4,360 tons, 10 guns; 7,000 i.h.p., Captain C. L. Vaughan-Lee

Manila Bodford, British cruiser, - - 19th April-Singapore.

Bramble, gunboat, 710 tons, 900 b.p., Lient. E. C. W. Davison, Shanghai Britomart, gunboat, 710 tens, 800 h.p., Lieut. W. L. Bamber, Yangtezo

Cadrans, British sloop, 1,070 tons, Comdr. B. L. Majendie, Shanghai Clio, British sloop, 1,070 tons, Comdr. C. D. S. Raikes, Hongkong

Diadem, 1st class cruiser, 11,000 tons, 16 guns, 16,500 h.p., Capt. Empeville, Hongkeng Fame, torpedo boat destroyer, 360 tons, 8 guns, 5,700 h.p., Lieut.-Comdr. Gresson, Hongkong

Flora, 2nd class cruiser, 4,360 tons, 10-gun . 7.000 i.h.p., Capt. Grant Dalton, Hongko Handy, torpedo-boat destroyer, 260 tons, 6 gr 4,000 h.p., Lieut.-Coundr. Cox, Hongk ag Hart, torpedo-boat destroyer, 260 tons, 6 guns. 4000 h.p., Lieut.-Coudr, P Henniker

Heaton, Hongkong Janu, torpedo-beat destroyer, 280 tons, 6 guove, 3,900 h.p., Lt.-Comdr. Darwall, en route Hongkong

Kent, cruiser, armoured, 9,800, tons, 14 gups: 22,000 hp., Captain S. V. Yde Horsey, King Alfred, British cruiser, 14,000 tone,

Capt. Cocil F. Thursby, Manila. Kinsha, river gunboat, 331 tons, Lieut.-Comdr. P. Crabtree, Shanghai Monmouth, craiser, 9,800 tons, Capt. J. A.

Tuke, Mànila Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. Vanghan, West River

Nightingale, river gunbout, 85 tons, 240 h.p., Lieut. Comdr. R. S. Roy, R.N., Shanghai Otter, torpedo-boat destroyer, 250 tons, 6 gnns, 6300 i.h.p., Lt.-Comdr. Kiddle, en route Hongkong Robin, river gunboat, 85 tons, 2 guns, 246

h.p., Lieut.-Comdr. Walcott, West River Sandpiper, river gunboat, 85 tons, 2 gaus, 210 h.p., Lieut.-Comdr. H. T. Atlay, West River Snipe, river gun-boat, 85 tons, 2 guns, 240 m.p.,... Lieut.-Comdr. T. J. S. Lyne Yangteze Taku, torpedo boat destroyer, Hougkong Tamar, receiving ship, 4,600 tone of gun-,

Commodore H. P. Williams, at Hongkong. Teal, river gunboat, 180 tons, 2 guns Lieut. Comdr. Secretan, on Yangtaze. Thistle, gambost, 710 tons, 900 h.p., Lieut. Comdr. West, Yangtsze

Virago, torpedo-boat destroyer, 360 tons, 6 gans, 6,300 i.h.p., Lieut. Comdr. Stevenson, Hongkong Waterwitch, surveying ship, 620 tons 450 i.b.p.

Comdr. A. W. Glennie, Long Harbour Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut, Condr. C. E. L. Themes, Hongkong Widgeon, gunboat, 195 tons, 2 gans, 800 h.p.,...

Lt -Comdr. G. B. Spicer-Simson, Yangtsze Woodcock: gunboat, 150 tons, 2 guns, 550 h.p., Lieut,-Comdr. G. J. Todd, Yangteze Woodlark, gunboat, 15 tons, 2 guns, 550 p.h. Lieut.Comdr. J. F. Knoz, Yangtsze

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Hengkong, 27th February 1907

the Philippine Islands were formally ceded by been granted for the construction of an addi-Spain to the United States. During that tional seven hundred miles of railway in Luzon years ago, and the change has been mainly brought period the movement as trade has on the and three of the other islands and it is hoped whole been on the upward grade, the value of that besides premoting in other ways the the exports in 1905 being estimated to be fully prosperity of the Philippines the money longer as great a bugbear. That body started sixty per cent; in excess of their average value expended on the new lines will do much to overduring the decade 1885-94—the last decade for come the long-continued depression in agriculwhich statistics are available prior to the tural industry resulting from the ravages of American occupation. But the actual amount rinderpest, locusts, war, and cholers. Steps to of the trade is still comparatively small, and improve and extend communication by road in with a view to facilitating its growth and the the islands have already been taken. From time participation therein of the United States to time appropriations for that purpose have been there has lately been issued by the Bureau made by the Philippine Commission, which now of Statistics stucked to the United States has uncer its supervision some three hundred Department of Commerce and Labour on miles of roads. In addition to this various proinstructive account of the commercial vincial boards have undertaken and completed conditions in the Philippines, comprising much | many short stretches of road enabling scores of interesting information as to the possible communities to transport to market produce economic development of the islands. Naturally which formerly could not be turned to any the substitution of American for Spanish rule profitable account. That the quantity of land has been favourable to the growth of trade with available for the extension of agricultural and the United States at the expense of other mineral production is very great cannot be countries, and on a general review of the trade doubted. Of the seventy odd millions of acres returns before and af er the American occu- in the islands only between three and four pation, it is seen that while the United States millions are under cultivation. Of the balance has meterially increased its share in the import some forty million acres are forest lands, large trade of the Philippine Islands the proportion greas of which possess a rich soil that after clearcoming from the United Kingdom has tended ance could, it is believed, be cultivated with to diminish. But the British share in the advantage. The Secretary of the Interior for trade is still considerable. Manufactures com- the Philippines states, however, in his last pose the hulk of the imports, and of the annual report that sales are being prevented by thirty million dollars' worth of merchandise the restrictions imposed by Congress on the that entered the islands in 1965 over five amount of land which may be purchased by indithe United States. In the fiscal year ending person from buying more than forty acres of competition which is ever growing keener. June last the United Kingdom actually took the public land. It is felt to be very desirable that lead with imports valued at \$5,224,000 against farms should be established from which the imports valued at \$4,334,400 from the United natives of the Philippines could learn modern tates. Nor is the United Kingdon the only methods by force of example; but enterprising part of the British Empire interested in the American farmers are hindered from establishing third of the total imports is down from Aust chasing enough land to make the experiment the entire supply of fresh beef, of which nearly. Interior recommends that the amount of public half a million dol'ars' worth is imported land which an individual may purchase should annually, as well as considerable quantities of he increased to at least a thousand acres. ecal and timber. Similarly yarn, opium, and, temporarily at least, rice are imported from the British East Indies. In the matter of shipping the British fing continues to lead export trade to the island.

VOLUME OF EXPORTS.

Experts from the Philippines differ little in diligently for unlimited hours for incredibly value from imports and the two may be expected small pay-or so it was said. In spite to increase together. The possibilities of of this indignation the quiet young men increase are well deserving of attention. With continued to come and to find employment an area more than eighteen times that of the readily. There really was no mystery in the Hawaiism Islands and a population fifty times | matter. As Mr. Asquith said the other day at as great the Philippines produce for exportation a distribution of prizes, the belief had been actually less than Hawaii, though the geo. deep-rooted in the English mind that anybody graphical and climatic conditions are similar. was good enough for commerce and that for In no year have the exports exceeded thirty. success no special training was necessary. The four million dollars in value; yet not only average English business man began life at herr, sugar, and tobacco, of which the exports fourteen and fifteen, possessed of a fair knowat present chiefly consist, but other tropical ledge of "the three R's;" and, following the products for which the world's demand is orthodox methods, he worked his way continuous and steadily increasing are capable from the post of office-boy. He might be inof teing grown in large quantities in the dustricus and clever, and in the course of time Philippines, the messure of production depending | acquire a wide knowledge of business. But he largely on the supply of capital forthcoming for | never got over the disadvantage of want of the development of regions at present under education, and his later acquirements were but veloped, on the application of modern methods scraps of knowledge, carefully boarded, and to production, and on the creation of improved. painfully pieced together by experience and desystems of communication. The great requisites | duction. it was rule-of-thumb knowledge, and for an adequate system of transport in the based on no general principles; and rare indeed Philippine Islands are an inter-island steamship | was linguistic knowledge. Now, when one reflect service, small steamer and barge and raft facili- upon it, that was a curious thing in a " nation ties for the navigation of the numerous short of shopkeepers," and it affords one argument rivers in the islands, railways to open up the against the appropriateness of Napoleon's interior of the islands, and waggen roads by scornful reference. If the national spirit has which the products of the interior may by trans. | teem that of the shop it has been singularly ported to the river or railway mathe case may be. | unintelligent in its encouragement of classical The importance of an inter-island system of education and pure scholarship coupled with steamers will be realised when it is understood its total neglect of that training which was that the eight million inhabitants of the Philip- calculated to produce the perfect shopman. pines are scattered over scores of islands with a They were in advance of us in Germany. For total area of one hundred and fifteen thousand protably fifty years young men in that country rquare miles and having a coast line of more than | had been trained for business as systematically ten thousand miles, while a straight line from the and carefully as we trained for medicine ever a thousand miles in length and the dis. youth spoke at least two, and generally tarce from the extreme east to the extreme west three, languages, and knew them gramof the group is over five hundred miles. At matical'y, If destined for commerce he learned present the rivers of the various islands o flet commercial law, and the principles of banking, facilities for navigation by small steamers over studied political economy, and gained at a distance which can only be taguely estimated least a working acquaintance with currency at from five bundred to a thousand miles.

NEED OF BAILWAYS. Railways are badly wanted. The existing their education. length of line amounts to about a couple of

in the Island of Luzov, of which Manila is the It is now between eight and nine years since capital. Within the past year concessions have irade of the Philippines. Of flour about one; such farms because they are debarred from purtralia, and the Commonwealth also furnishes practicable. Accordingly the Secretary for the

. COMMERCIAL EDUCATION.

All of us can remember when the inundation all competitors, covering about sixty per cent. of Lordon by foreign clerks spread dismay of the imports and seventy-five per cent. of | smong the lower middle classes, says a writer in the exports on the basis of value. American the Rangoon Guzette. Certain newspapers vessels carry no more than about nine per | gave up their columns freely to "Anxious cent. of export, and the chief of the Bureau Father," and "Mother of Nine"; and "What of Incular Affairs in his report for 1906 to do with our Boys?" was the communication of a declares that the further suspension of the sesson. Foreign waiters had become so familiar United States coastwise laws till 1969 must that their presence had ceased to be recognised be considered a matter for congratulations, as a grievance; German and Polish Jews were especially by those interested in the American not yet an eyescre to the sturdy Briton; and the pational wiath was concentrated on the ot, fairhaired young men who slipped uncatentatiously on to officestools, and worked

must kertherly to the most southerly point is or the church. Practically every German

men took berths abroad in order to complete This contrast still exists. The writer has had hundred miles, composing a system which had experience of extraordinary ignorance, among been constructed before the American occupation other things of geography and the natural

products of other countries on the part of even the heads of large British firms. However, the contrast is not as striking now as it was twenty thanks to whose efforts the foreign clerk is no he gauged from the fact that while in 1898 the entries for examination and the passes were 400 and 200 respectively, last year they were 5,100 and 2,500. Even these encouraging figures efford no idea of the work done, because the crusade of the Chamber bore fruit all over the United Kingdom, and sent to private tuition as well as to public institution a host of students on whom the records of the Chamber are necessarily silent. But from these records even a remarkable story may be constructed. They tell, for instance, of yearly 13,000 passes in an examination including languages, commercial law, and political economy; of 400 City urms pledged to give a preference to the Chamber's pupils; of centres established in the Colonies; of fully-equipped commercial men despatchd all over the world, and of youths learning Chinese in the heart of London as a preliminary to employment in the East. The Briton has conspicuous virtues as a man of business. He is methodical, persevering, and conscientions. Hitherto he has had drawbacks, one of the gravest of which has been indicated, and he retained this dangerously long through his insular conceit. Now, bowever. that it has become evident to him, he has set about its removal with characteristic energy million dollars' worth came from the United, viduals and corporations. Particularly critical is and doggedness, and the result is certain to be Kingdem against five and a half millions from this officer of the clause which prohibits any one seen in increased efficiency in that commercial

ILL-PAID PROFESSIONS.

The Author recently published some in teresting details as to the meagre estates left; by well-known journalists and authors and printed tables from which we take the following figures : -

Sir Th. Wemyss Reid left estate proved at £9,24 Sir Edwin Arnold Clement Scott 1.053George Gissing Alfred Henry Wall

William Sharp Adeline Sergeant Hannah Lynch Commenting on the above facts, Mr. Clement K. Shorter, editor of the Sphere, remarks :- It would seem that the first three-Sir Wemyss Reid, Sir Fdwin Arnold, and Mr. Clement Scott-left £20,000 between them, bus at the time of his death Scott was the owner of a newspaper, and both Reid and Arnold had a certain asset in their knighthoods. But when all is considered I am surprised that these three journalists died as well off as they did. I am, however, more interested in the five laternames.

Mr. Gissing was one of the very greatest novelists of his epoch, an epoch in which Mr. Meredith and Mr. Hardy had practically cessed to write. Yet for his best books he received a mere pittance. It was only when Gissing began to write books of quite secondary worth that money came to him. Had he lived to his full span of years he would doubtless have become fairly well-to-do as writers go, although be would never have been. I think, one of our presperous writers of fiction. That fiction does bring prosperity can scarcely be denied. At least six incoessful novelists of the hour are able to provide themselves with motor case and every conceivable luxury. But apart from the successful writer of fiction there is little to be said to day in favour of the literary life so faras more moneymaking is concerned. Nor do I in the least believe in the career of a journalist. It is not a career for a young man who wants to get on." Whatever may have been the case some years ago no one should enter either of these prefessions without having at his back sufficient money to live upon when new fashions arise, as they must. Young people are tempted ly the fact that remuneration in the earlier stages is very high, but here they are sadly misled. The only thing that can be said for the carrer is that it brings a great deal of pleasure with it. These three last names on my list, for example, died with less than £400 each in the bank-Mr. Sharp, Miss Sergeant and Miss Lynch. All had joy in their work; all were happy souls content with the pleasures

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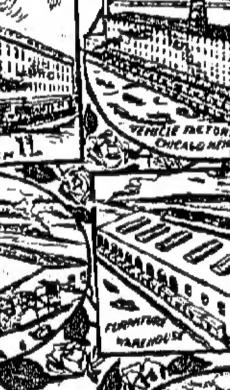
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购额国民 Mel Lung Pà Yuk-Beef, sirloin & prime out lb. 20 高中間 Ham Ngau Yok—Corned Beef ... 20 日中間 Shiu Ngau Yok—Roast Beef.... ... 20 探肉牛 Ngau Yok Pa -- Beef Steak............ 20 國內中 Ngau Yok Ch'ong—Sausages..., 25 P Ngau No-Bullock's Brains per set 10 Ngau Lek-Boof Steak, Sirloin ,, 30 Ngau Le-Bullock's Tongue, fresh

和中國 Ham Ngau Le-, corned m牛 Ngau Tau —Bullock's Head ... , 80 於中 Ngau Sam— Heart ... lb. 12 司牛脑 Ham Ngau Kin-Beef Hump, 曲中 Ngau Kök—Bullock's Feet ... each 4 Ngau Iu-Bullock's Kidney ... ,, 10 國本 Ngau Mei—Bullook's Tail " 17 ## Ngau Kon - Bullock's Liver ... lb. 12 比中 Ngau T'o-Bullock's Tripe. .

跨頭仔华 Ngau Tsai T'au Kok—Calves, head and Feet......set 1.00 骨牌单 Yong Pai Kwat-Mutton Chop 1b. 24 Yong Pe-Ley of Mutton..... , 21 平主 Yong Shau-Mutton Shoulder ,, 20 Max Yong Tau-Sheeps Head per set 60 12 Youg Sam-Sheeps' Heart ... Ib. 6 酸单 Yong Lu-Sheepa Kidneya ... " 10 計本 Yong Kon-Sheeps' Liver ... 1b. 24 the Chu Kok-Pigs' Feet 12 區積 Chū Nò-Pig Brainsper set 2 Chu Tsap-Figs' Fry 1b 12 関播 Chu lu-Pigs' Kidneypair 10 各牌權 Chu P'ai Kwat-Pork Chop 21 於 Chu Sam—Pig's Heart each 9 新路 Chu Kon—Pig's Liver lb. 28

舒豫 Chu Tsai—Sucking Pigs (to 油牛生 Shang Ngau You-Beef Suet .. 18 油单生 Shang Yong Yau—Mutton Suet fra Ngau Tsni-Veal 20 10 154 Ngau Lap Ch'ong—Beef Sauages .. 20 BB中 Ngau Lap Ch'ong -- Voal # 20 POULTRY.

在路 Kai Tsai—Chicken Sin Kai-Capons MAE Pan Kau-Doves each 15 西水域者 Sang Sheng Shou Ap-Wild Duck, -Ap-Ducks..... 1b. 19 Kai Tan-Hen's Eggs doz. 20 政府海 Hoi Nam Kai-Fowls, Hainan 25 TEE Shong Hoi Ya Ngoa-inese, Wild ,, -Shanghai pair -

Canton such 30 Pak Kop-Pigeons Hoihow " 21 存在 To Tsai—Hara tha Shan Kar-Phessant the Cha Ku-Partridge each -查花禾 Woa Fa Tsök—Rice Birds ... doz — So Ts'oi--Snipe..... each 24 And Foa Kai Kung-Turkeys, Cock lb. 60 Mye Foa Kai Mo-Turkeya, Hen ... , 45 Tam Shou Yu-Canton Fresh-

An Le Qu--Carp Man Yu-Codfish...... , 14 M Hai—Crabs 16 海伽默 Tit To Sha -- Dog Fish , 9 Hoi Sin-Eels, Conger ,, 15 Tam Shui Sin-Eels, Fresh Wong San-Eels, Yellow ,. 21 Tso Pak Yu-Herrings ,, 20 Halibut , 24

BR Lung Hà-Lobstars , 24 Loach...., 21 魚爾 Chai Yu — Mullot ,, 18 Mong Yu--Monk Fish 1b. 24 Mr Sing Ho-Oystora Mai Kung Yu-Parrot Fish... min Tau Lo-Perch ... 数子图 Hau Tsz Yu-Pike..... 整確在 Fa Po Tun —Plaice ------Pak Ch'ong -- Pomfret, White . " an Hak Ch'ong - " Black ... " Wing Ha- Prawns 沙世经 Pi Pa Sa — Ray Sik Kau Kung—Bock Fish ... , Ch'un Yü—Roach

Sa Yu-Shark a 文正 Ma Yau Yu-Salmon, Canton " A Shang Yu-Salmon, Fresh Water, Ha-Shrimps 21 mes P'o Yu-Skate At Lap Yu-Snapper 2 20 Tat Sa Yu-Soles..... ale Wan Yu-Tench All Kok Yd-Turtles, small, fresh-

自整合 Pak Bit Yu-White Bait Feuire. 数中山金 Kam Shan Ping Ko—Apples, California 数平流天 Tin Taun Pin Ko-Apples, C'foo ,, 24 ## Hoi Tong—Apples, small, Chefoo ,, 35 Fan Chi-Apples, Custard, Macoa each -数平本日 Yat Pun Ping Ko-Apples,

Japanese lb. -Shang Sheg Houng Tsiu-Beneme, frage to a comment of the Shape Houng Triu-Rananas brides, Macao 操動 Young To-Carambola Fung Nut-Chestnuts, Chinese .. -Ye Tsz-Cocoanuteeach 10 子提哲 P'6 Tai Taz-Grapes... lst ql. lb. -Ning Mong-Lemons, Chinese ,, 9 图像山金 Kam Shang Lingmon—Lemon, ql. Americaneach 8 Las Chi-Lichees, Fresh......1st ql. 14

.....2nd ,, -..... 3rd " -Fill Shan Chuk Tsz-Mangosteene, per 1001st RMA Yong Sai Kwa-Water Melon, American..... per lb. -Sai Kwä-Water Melons China lb. -反答 Hong Kwa — Musk Melon

Passion Fruit, American ... per doz -Papaw 1st..... 1b 20 Pak Lam-Olives Ch'ang—Oranges, Am., Sweet ,, 12 Swatow 位門達 O Mun Chrang—Oranges, Macao ,, 一 精砂 Chu Sa Kat— "Small "— 精樹 Tim Kat— "Mandario "—

生在 Fa Shang-Peanuts » -

American each

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强大 Tal Tsiu -- Plantains the Luk Yau-Pumelo, Amoy ...etch -翰德茲達 ChimLoLuk Yau -- Pumelo, Siam ... 18 西韓金幣 San Hop Fo-Walnuts, Fresh lb. 12 Hop To-Walnuts, Green

VEGETABLES, &c. 竹油子海上 Shanghai Yo Chi Chuk— Artichokse, Shanghai 7 秦蘇隆 Loong Soo Ta'oi —Asparagus, doz. — 委什 Chuk Sun—Bamboo Shoots ... lb. _ 本 Nga Tsbi-Beaus, Sprout 4 角世 Tau Kok- , Long..... 位置 Min Tau - , Broad Pin Tau ... French, S'hei ... p 自治門為 O Moon Bin Tau—Beans.

Macao (French) Ans Hung Tau Te'o i -- Bootroot ... each 2 Kau Sun-Cano Sho Ga bundle & Chuk Shun-Bamboo Shoots , 3 本 Kai Te'oi-Cabbage, Chinese 東非海上 S'hai Kai Te'oi - "Shanghai eaun 7 Kam Sin - Carrots lb. 5 在文章 Ye Ta'oi Fa-Cauliflower..... each -

在桑極大 Ta Ye Tsoi Fa-, Large Size .. -在文部中 Chung Ye Ta'oi Fa Cauliflower, Med. Size 西声 Can Ts'oi - Celery, China lb. 5 東岸津 Young Can Is'oi-Colory, Eng. 5 及書 Fu Kwa-Bitter Squash 極險乾 Kon Lit Chiu—Chilies, Driel , 189 超鏡層 Ts'ing Lat Psia -Cailles, Green, 1.85 数任紅 Hung Fa Tsin-Chilies, Rod... , 1.80

展會 Taing Kwa—Cucumbers 2 母对图和 Ki Li Ts'oi Liu-Curry Stuff, English 通路 Ch'ung Tau-Garlie 题是 Lo Keung—Ginger, old ## Taz Keung-Ginger, young ... To Ta'ing Tau-Green Peas..... Kan Lik-Horse Radish, Shai

来属 Suk Mai—Sweat Corn......pieco 1 # Yeung Shang Ts'oi-Lettuce Mush Melon.... 茜草生 Shang Tso Ku-Mushrooms, fresh 新毛 Mo Ke—Ochra

颐数件 Young Ts'nng Tau -Onions, B'bay, 6 成生 Shang Ta'ung -Onions, Green 4 組織本日 Yat Fun Ts'ung Tan—Unions, Japanese 图意谱上 Shanghai Ts'ung Tau — Onions. Shanghai 6 描述 Mo ka-Okroes 桑尧淳 Young Yuen Si-Paraley, Eng.

bundle per to f藝麗福 Foochow Shu Tsai-Potatoes. Foochow 15. 3 f電路上 Shanghai Shu Tsai-Potatoe... Shanghai 1b. 8 . 子图本日 Yat Pun Shu Tsai -- Potatoes, Japanese 3 日野門教 O Mun Shu Tsai-Potatoes,

American' 3 Fan Shu-Potatoes, Sweet..... Re Tung Kwa-Pumpkin 3 桑仔信 Chu Tsai Ts'oi-Pursline 3 任白國紅 Hung Lo Pak Tsai-Badish ... Ye Ta'oi - Cabbage Rooteach -歌題乾 Kon Te'ung Tau-Shalots..... lb. 8 Yin Ts'oi -Spinsch..... Fo Tau - Taros 益春 Fan Ke—Tomatoes..... Lo Pak-Spinach Chinese.....

At Tau kok.... Lin Ngau-Lily Root. MEA Yeung Lo Pak-Turnips, Eng. .. Ed Teit Kwa-Vegetable Marrow, American Mil Tai - Water Chestants. 時島林佳 Kwei Lam Ma Tai-Water ... Chestnuts, Mandarin 10

桑澤國 Sai Yueng Isoi -- Water Oresses ...

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